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ATLANTA

ATLANTA

Capital of the South

Edited by

PAUL W. MILLER



AMERICAN GUIDE SERIES



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INTRODUCTION

BY ELLIS GIBBS ARNALL, GOVERNOR OF GEORGIA, 1943-1947

GEORGIA is typical of those Southern states that the rest of America knows as "The Deep South." Then, by every accepted standard, its capital city should be steeped in antique tradition; the streets should be lined with stately mansions two centuries old; the avenues should be bordered by giant magnolias, wafting their perfume in nostalgic fragrance for an era gone with the wind.

Unhappily, for the imaginative tourist who arrives at the late Victorian Terminal Station, or the bustling bus station, or the most modern municipal airport in the South, Atlanta is not like that.

Probably the South is not like that either. There are not quite so many magnolias; there are not quite so many cotton fields, white as snow-capped mountain peaks, filled with singing cotton pickers; cotton pickers seldom sing, anyway.

There is very little in Atlanta that hasn't been built since 1865. Actually, there are precious few structures that date back beyond the eighties. The Union soldiers whom General William Tecumseh Sherman directed to set fire to the town, after General Hood's evacuation, were persistent and thorough and workmanlike. Only a few isolated structures survived the flames. When the people came back after the war, they erected a town of jerry-built structures that had to be torn down again within a decade.

There are mansions in plenty around Atlanta. Some of them belong to the divisional managers of huge national corporations, for Atlanta is the distribution center of the Southeast and it is the most important rail center as well. There are not as many of these in Atlanta as in some other Southern cities, proportionately at least, for Atlanta is not as dominated by non-resident owners as Birmingham, for example; most of the mansions belong to Georgians who made their money in cotton or lumber somewhere else in the state, or in patent medicines, or in real estate developments, or in textiles or, most likely, out of the enor-

mous Coca-Cola empire. Whether the mansions belong to natives or to viceroys from the East, they are modern; many of them were built between the two world wars.

The narrow streets of Atlanta which follow the contours of the cowpaths that avoided the ridge, are lined with the tallest office buildings and finest shops in the Southeast; Atlanta is a great retail town and its department stores are models at which even New York, Chicago and Detroit wonder. Its department stores move millions of dollars' worth of merchandise every week.

It is a busy manufacturing town, and the smoke from the textile mills, the steel plants, the shirt factories and the auto assembly plants vie with the smoke that rises from the railroad cut that disfigures the heart of the city by casting a pall over the community on days when the clouds are low.

Atlanta is a new town. It is a typically American town. It is the financial and wholesale and transportation capital of the South.

This book tells the history of Atlanta and about the sights of interest in and around the city. The visitor will like the sights for there are many of interest and a number of breathtaking beauty; the history is more important for it is the history of the South and of the United States in its relation to the South over a period of three-quarters of a century.

Atlanta has slums, for instance, that are as depressing as those of Manhattan, though somewhat less brutal than those of Chicago; Atlanta also has the finest low cost housing projects in the Southeast, and one of the most progressive programs of slum clearance in the nation.

The State capitol is an awkward building, in the Federal style, that is solid and substantial and a monument to the determination of post-Reconstruction Georgia; it has neither the historic beauty of Alabama's pre-War Between the States building nor the efficiency of Huey Long's skyscraper at Baton Rouge. Across the street from Georgia's capitol stands the State Office Building, the most efficiently arranged edifice of its type owned by any Southern state government.

Atlanta is a paragon of the South. The way of living of a whole people was wiped out in a holocaust of war just as the town that had been Marthasville was nothing more than a bed of blowing ashes and still red embers under the sullen sun on the morning of November 14, 1864.

Not only material things, indurable to the shock of shell or the bite of flame, were destroyed; the way of life of a people was swept away.

They came back; the people of Atlanta came back by the 7th of that December to crude buildings amidst the ruins. More of them came back after Lee's surrender and Johnson's surrender and the emptying of the Federal prisons. They came back to a land that the locusts were devouring, to a land where the scalawag who had stayed at home was profiting in his association with the carpetbagger who came from the East. They came back to endure the longest military occupation in modern history. They came back to pay with blood and sweat and tears the most gigantic war indemnity ever extracted from a defeated people. They came back to encounter boasts that the South would be kept in slavery economically beyond the memory of the grandchildren's grandchildren of the men who had fought at Shiloh and Manassas Junction and stormed up the terrible heights at Gettysburg with Pickett.

It is not possible to write dispassionately of the era between April 1865 and March 1933. Statistics about the board-feet of yellow pine that was cut down and shipped away do not tell the story of the depletion of Georgia's forests. Statistics of the decreased yield per acre of cotton do not convey the sorry tale of the wearing out of Georgia land. Statistics as to the number of cubic yards of Georgia clay shipped to the potteries in the East and North give no picture of the Georgia so prostrate by the mercilessness of absentee economic overlords that its people were reduced to selling the very earth on which they lived. They sold more than that: the strength and courage of men and women, the dreams of children; and they sold it on a buyer's market for what they could get to pay the tribute exacted of them by task masters more merciless, more venal and more insatiable than that one of Pharaoh's who bade the Children of the Covenant, "Make brick without straw."

There was one natural resource that seemed undepletable; the courage and fortitude of the people themselves. Brick by brick, joist by joist, they rebuilt Atlanta. They could not rebuild it in the image of the town that had been on the night when the agonizing strains of *The Miserere*, played by a regimental band before the tent of General Sherman, mixed with the discordance of gunpowder blasts and the crackle of flames as the demolition squads went about their work of devastation. They could not build it, either, after the image of their dreams; for they were almost forbidden to dream by the exigencies of the years that followed. They could only rebuild it as best they could to serve the present needs in the hope that someday. . . .

That is Atlanta. It is an uncompleted city. That is the South. It is an uncompleted story.

"There are tensions in the South that cannot be overlooked. They have their origin in economic exploitation of the region. Those tensions once flared into active violence, as destructive as the blaze that leveled Atlanta and as wasteful. Long thereafter they smouldered, after the burning. But gradually they are being extinguished as the South moves into an era of economic well-being.

For once, statistics do tell a story; incompletely, of course, for figures are only a part of facts, and never the whole. In 1940 the per capita income of Georgia was \$315.00; the average per capita income of the nation was \$575.00; and that of New England was \$725.00. In 1946, the average per capita income in Georgia was \$809.00, while that of New England was \$1320.00, and that of the nation at large was \$1200.00. The South had not attained economic equality but the economic status of every citizen was measurably increased.

Those are the figures. These are the facts: Boys and girls may dream again of a life of comfort and security in the South. No longer must the region export human beings as well as its natural resources. The exodus of the South has ended. Its people can make a living at home, can hope to make that home comfortable, can vision better living conditions for every citizen.

Atlanta is the most typical city of the Southeast, because its history so authentically parallels the history of the whole region. But it is not the only part of the South where this is true. The slow rebuilding goes on everywhere. The Phoenix is the symbol of Atlanta as a municipality; it may well be the symbol of the South as a region.

PREFACE

ATLANTA's visible elements of commercial growth and civic prosperity offer a challenge to anyone attempting to record the city's history in its true perspective. Atlanta's people, most of whom were born in other places, could understandably be content to have the story begin and end with just the present material evidences. Daily living in close association with its maze of railroads, the constantly expanding department stores, a modern airport, palatial suburban estates, and a nationally significant segment of the financial world tends to belie the fact that poverty, hardships and prejudice were met along the way since the day when the region was a wilderness.

Just a century young, Atlanta seems to harbor no carefully preserved tradition and its ever-changing outline and rapid pace help to further the illusion. Instead, the tradition is more evident as a restless, sometimes overzealous, spirit that guides a people already awakened to the rewards and inherent possibilities of their region. Atlanta's complete destruction by fire in 1864 left no stigma of defeat but rather served as a tempering process that created this spirit that has guided succeeding generations so well.

The international popularity of Margaret Mitchell's brilliant novel, *GONE WITH THE WIND*, and Atlanta's proud part in the world première of the motion picture, have produced a keen interest in Atlanta among people of all nations. The basis of the history in this volume, admittedly a more prosaic one than Miss Mitchell's dramatic story, was first compiled by the Georgia Writers' Project; their research workers consulted an extensive bibliography consisting of all available books, periodicals and old newspaper files on the subject. Miss Ruth Blair, the able Secretary of the Atlanta Historical Society, reviewed carefully the results of their final compilation completed in 1941 and pronounced it historically accurate; so I have tried not to tamper with their findings. The city is yet young enough that many of Atlanta's older residents were able to authenticate and enrich many passages with eye-witness accounts of early events.

Space, in works of this type, is always a dominant factor and it has been necessary to avoid repetition in many cases where one subject might justifiably warrant full coverage in several sections. Also, this explanation is offered to many persons who helped in providing a vast amount of useful material, much of which appears as brief passages in order to be included in the book.

This account was prepared for both the stranger and native to Atlanta and I hope that all who use its contents will find them enlightening and useful.

PAUL W. MILLER

January 29, 1949

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Part I

***THE STORY
OF ATLANTA***

Atlanta—Capital of the South

The thoroughly initiated resident of Atlanta returning from a journey, even a brief one, is quick to sense anew the elusive quality that identifies the town. In the daylight hours, part of it is probably created on the traffic-filled, downtown streets and crowded sidewalks that quicken the tempo as the city spreads out from Five Points. Impressionable newcomers search and find Atlanta's identifying characteristics in many places; a ride in a swiftly moving elevator in any of the downtown area's numerous office buildings usually discloses a cosmopolitan mingling of accents dominated by no particular section of the nation; under the passenger sheds at the Terminal and Union Stations, bustling crowds made up of commercial traveler and tourist, black and white, civilian and soldier, constantly board and leave a seemingly endless chain of impatiently waiting trains; the scene is repeated at the city's busy bus terminal as part of the nation pauses briefly on its journey to the West and East—or rural Georgia participates in its periodic shopping tours to its Capital City; the 'round the clock fleets of roaring airliners that serve the shiny, new municipal airport terminal add a modern note that dramatically advances and completes Atlanta's tradition as a city of transportation, since its birth a short hundred years ago.

Closely allied is Atlanta's commercial world housed in a widespread area that centers in the cluster of downtown office buildings. Less "Southern" than Richmond and Charleston, Atlanta at work loses the leisurely personal approach that dominates business conferences in the region's smaller communities. The city's two large department stores, situated at opposite ends of the shopping district, maintain standards comparable to the metropolitan East. Even so, all levels are served—wholesale garment mart, farm produce market, film row, mail order warehouse, the world's busiest mule market, exclusive shops, textile waste center, Federal Reserve Bank—all support or supply segments of the growing population, and the divisions are sharply defined.

Atlanta performs her duties as capital city of the largest state east of the Mississippi without much ceremony, including them in a long list of varied functions in the daily pattern of living. The seats of the city, county and state governments are situated almost within shouting distance of each other at the edge of the downtown area. More than

20,000 Federal Government employees staffing over 120 agencies, most of which are regional in scope, work in offices scattered through several sections of greater Atlanta. These activities combined make government at all levels a big business for the region and form part of the army of "white collar" workers that populates the office districts daily.

Unofficially, Atlanta also serves as a capital of the Deep South, especially in the enviable capacity of directing its transportation, industrial and commercial affairs. Utilizing the blessings of a favorable geographic position, a short journey of 300 miles from the city gives access to the outer borders of a ring of neighboring states. This factor enables Atlanta's several thousand traveling representatives to cover their usual Southeastern territories and still spend most of the weekends at home.

The native of Atlanta, that seemingly mythical person who makes up only about twenty-five per cent of the population, can usually count in his circle of friends persons from several states and all sections of the nation who have moved South for reasons not altogether economic. Branch office executives recently removed from the East and Middle West are quick to praise the mild climate averaging summer temperatures below 80 degrees and sunny winter months above 40 degrees that seldom go beyond topcoat proportions and permit year 'round week-end golf and outdoor sports. The pleasant summers can be attributed partly to the comfortable altitude of 1,050 feet. However, four definite seasons are rigidly observed by a style-conscious female population, a custom and way of life which place Atlanta's decorative excess of employed women in America's best-dressed brackets, along with New York and Dallas.

Despite a seeming preoccupation devoted largely to commerce and industry, natives and newcomers alike are justly proud of the city's estimated one million trees shading the surrounding rolling terrain. As a gesture typically Atlanta, and to afford recognition to a jealously guarded heritage, the Botanical Gardens Association of Fulton County instituted in 1948 a contest to determine Atlanta's most beautiful trees—and carefully chose winners for each of several varieties that thrive in the area. The owners of the prize trees were given metal certificate plates which are now attached permanently to the winning entries.

The combination of Atlanta's veritable forest of trees and the gracefully curved streets in its residential sections does much to impress visitors to the city. And there is a definite connection between the two. Many of Atlanta's residential areas—Morningside, Druid Hills, West

End, Ansley Park—were developed from heavily wooded sections and the builders carefully preserved the natural landscape wherever possible. In some instances entire plans were changed in order to save a single tree. One tree in particular helped to shape Druid Hills. One of the builders of the section would never agree to the removal of a large white oak in the back yard of his property and it was necessary to redraft the plans for a proposed street. A sweeping curve was authorized for the road at the point where the tree stood and other streets built nearby at a later date were all laid out to conform to the contour of the first thoroughfare.

Atlanta works hard, plays hard all week—and faithfully fills its more than 500 churches every Sunday. Recreational facilities are unlimited. The city maintains more than 75 parks and spaces for public use and some of the world's best bird cover. North Georgia resorts and trout streams are within easy driving distance. Public golf courses and private country clubs are playable twelve months of the year. During a winning season, Sunday double-headers and ladies' night crowds at the big league type baseball park show impressive gate receipts that would probably support a major league franchise. Georgia Tech, with a football team that is usually a bowl contender high in the national standings, plays to a packed stadium at Grant Field every autumn.

Atlanta is a maze of definite and diverse neighborhoods, although the edges are seldom arbitrarily or permanently fixed. The Capitol Building stands guard over a few handsome old churches that have held their ground against the encroachment of the bustling commercial district on one side and the ravages of a once proud section that displayed long rows of lavishly decorated Victorian mansions. Now a dead area of shabby rooming houses and a prime target of slum clearance groups, this old community which helped to shape Atlanta's early history is built on most of the town's relatively few straight avenues, where separate blocks form a definite rectangle.

Further from the Capitol and showing tidy evidences of being a home-owners' domain, West End is old but comfortable and retains the happier aspects of a small Southern town. Despite the audible but familiar distractions emanating from the nearby Municipal Airport, the residents of Hapeville, College Park and East Point carefully preserve the residential qualities of their three communities and stoutly defend their claims to separate municipalities. Decatur, one more scale up the residential ladder and the guiding force of the adjoining County of DeKalb, has attracted much of the overflow of industry attracted

to the region in the post war period, and is experiencing a rapid growth.

Every April the streets threading the estates of Druid Hills receive the annual pilgrimage of visitors and natives to view the white-blossoming dogwood trees abundantly spread through the area. Sharing the spring festivities with the three day Metropolitan Opera season, which has always played to enthusiastic, capacity audiences, the snowy effect usually appears on time for the two events to coincide. More conservative in their architecture, but retaining the intricate puzzle of winding and intersecting streets, are the suburban districts of Ansley Park, Morningside, Emory University section and Garden Hills.

Twisting Peachtree Street, which later becomes Peachtree Road as it leaves the northern boundary of the corporate limits, is a fairly accurate economic gauge of the successively larger apartment houses and homes it passes on its winding way through the rolling hills. Along the route is met the unincorporated community of Buckhead, whose Roads of West Paces Ferry, Tuxedo and Blackland reveal magnificent estates that represent a great portion of Georgia's acquired wealth.

The progressive and hard-working Negro colony is scattered in segregated but constantly shifting areas throughout several fringes of the corporate area. Benefiting from the construction of eight modern, low-rent housing projects as a result of slum clearance efforts and liberal Federal appropriations during the thirties, colored tenants occupy five of the centers. In sharp contrast are the rows of unpainted shacks and warped rooming houses that still adjoin some of these well-kept units. Probably no other Southern city struggles with so great a divergence, socially and economically, in the standards of its Negro population. The Atlanta University Center is reputedly the world's finest concentration of facilities for Negro education. The more prosperous members of the race live in attractive homes surrounding the liberally endowed institutions. Large student bodies instructed by well trained faculties are constantly working toward the general improvement of their race in the South, although a majority of the graduates migrate to other sections of the land for work.

One of America's most picturesque localities is famed Decatur Street's colored business district, just a short walk from Five Points. Crowded, noisy rows of clothing stores, pawnshops, pool rooms, movie houses, beer and wine parlors fill both sides of the street for several blocks. All types of new or used merchandise are displayed prominently on sidewalk racks, or fill to overflowing the store windows, a complete view of which is usually obstructed by voluble groups of recreation

seekers or customers who inhabit the section until the evening closing hours. More conservative is the Auburn Avenue Negro business district with its office buildings, insurance offices, hotels and numerous retail outlets. Its bank, owned and operated by Southern negroes and the only firm of its type to qualify as a member of the Federal Reserve System, maintains a prosperous business of more than 10,000 accounts, a portion of them belonging to white customers. Recently, colored policemen were assigned to patrol the Decatur, Auburn and Mitchell Street districts and, so far, the arrangement has worked out satisfactorily, despite predictions by many local citizens that the experiment would prove unsuccessful.

Since its birth in the nineteenth century as a railroad center and with later developments in all the wonders of modern transportation, the name Atlanta has long been known to Americans as an apt synonym for commerce—and so it remains. A natural location for a wide variety of growing industries; the seat of legislative affairs for a large state that is primarily agricultural; the home of a soft drink that is probably the world's most widely advertised product; a well directed meeting place for much that is good in literature, music and all the arts; a unique system of colleges and universities for both white and colored students—Atlanta has them all. Combined, these factors contribute a dependent but healthy quality to an economy that is still enterprisingly and unmistakably commercial. Through the coming years, Atlanta's stubbornly created aggressiveness and enthusiasm will serve her well.

History

Atlanta's real history began little more than a century ago when Colonel Stephen H. Long, chief engineer of a projected railroad, chose a spot near today's busy Five Points and instructed his assistant surveyor to drive a stake. The stake marked the southern terminal of a railroad line that would reach from the Tennessee River to serve an isolated South Atlantic seaboard. The tiny frontier town that formed at the terminus drew the breath of life from the puffing locomotives that were later destined to multiply and form a metropolis that now serves as the crossroads of a vast Southern empire.

Another event helped to shape Atlanta's history. When Eli Whitney perfected a gin in 1793, Southern planters began to concentrate on the cultivation of cotton and neglected many other crops. But cotton brought money, which meant that goods could be purchased from other regions; transportation of Western meat and grain to Georgia's principal cotton section, necessitating travel over several different water routes and hauling over bad roads, was slow and expensive. River traffic was uncertain, since increasing settlement and cultivation along the banks had clogged the channels, and land travel was impossible when heavy rains slimed the red clay roads.

Railroads seemed to be the only solution. In 1826, Hamilton Fulton, state chief engineer, and Wilson Lumpkin surveyed a route from the Tennessee River south through the Piedmont region. Ten years later, the Western & Atlantic Railroad was created by the state legislature to run from the Tennessee River to the southeastern bank of the Chattahoochee River and continue to "some point," defined in an amendment the next year, "not exceeding eight miles, as shall be most eligible for the running of branch roads to Athens, Madison, Milledgeville, Forsyth and Columbus."

Few accurate records exist concerning the region before the advent of the railroads. During the Revolution, a Cherokee Indian town, The Standing Peachtree, stood on the south bank of the Chattahoochee River about seven miles from the present Five Points. Revolutionary War records of August 1, 1782, show that a secret agent was commissioned to investigate rumors of friction between the Creek and Cherokee tribes near the town. It is from The Standing Peachtree that Peachtree Creek and Atlanta's famed Peachtree Street inherited their names.

In 1813, during the Creek War, Lieutenant George R. Gilmer and 22 white recruits were sent to establish a fort near the site, which, by Gilmer's own statement, was between thirty and forty miles beyond the frontiers of the state. After he left, an important Indian trading post was established at the spot, which was crisscrossed by numerous Indian trails. In 1821, the legislature authorized that rentals of land in Fayette County be paid at The Standing Peachtree, and the earliest postal records indicate that the place was a post office in 1826. The first ferryman on the Chattahoochee River, J. M. C. Montgomery, was the postmaster.

According to Henry Stringfellow, who told of riding an Indian pony from Alabama over the Etowah Trail, the present Alabama Street was a primitive footpath in 1820. The region was dotted with small corn patches, the only agricultural efforts of the Indians, who subsisted principally by fishing in the Chattahoochee and hunting in the cane-brakes along its banks and in the nearby "jungles." Stringfellow lived for four years among the Indians. He joined in the green corn dances held upon the return of hunting parties and witnessed an interneceine battle between factions of the Creeks, who split after the signing of the Treaty of 1821, when the territory was ceded to the Federal Government.

Six miles east of the spot, a white settlement was incorporated in 1823 as the town of Decatur and seat of the year old DeKalb County. A few years later, Charner Humphries established his Whitehall Tavern two and a half miles southwest of Five Points. The inn was the only overnight accommodation for travelers from south Georgia to Tennessee and was used as a voting precinct. Near the inn, musters of the DeKalb County militia districts were held, often followed by considerable merrymaking long after the drill periods were ended.

At that time, three public roads ran through the region but the immediate vicinity was wilderness and there were few travelers other than Indians going to hunting expeditions or the trading post at The Standing Peachtree. When "General" Abbott Hall Brisbane, assistant surveyor to Colonel Long, arrived in 1837, the only resident he found was Hardy Ivy, the first settler in the section that is now downtown Atlanta. Ivy, a farmer, had contracted to pay "in produce as he could spare it" for 200 acres of land in Canebrake, as the wooded section was then known, and his hewn log cabin stood near the present corner of Ivy Street and Auburn Avenue.

In 1837 Brisbane drove the stake, probably at a location under the

present Broad Street viaduct, marking the southeastern terminus of the projected railroad. Actual construction began the next year and a few settlers moved immediately to the area to take advantage of the expected land boom. Lack of funds slowed progress on the road and in 1839 there were only a few impoverished families living in the village in dirt-floored shanties. John Thrasher was the village's first merchant and the grading contractor for the Monroe Railroad (Macon & Western) branch. Affected by a nationwide depression, the stock of that road soon dropped to ten cents on the dollar. Thrasher, who was paid partly in the stock for work on the Monroe embankment (near the present Terminal Station), took his holding to McDonough and traded it for a gold watch, a carriage and merchandise for his commissary. In 1841, after selling his land for four dollars an acre, he abandoned his store and left the area.

The prospect of completion of the Western & Atlantic line to Marietta, however, apparently inspired the sale of real estate at a public auction in 1842. On Christmas Eve the engine Florida, brought the 65 miles from Madison on a 16-mule-drawn wagon, was set up and started near the Whitehall Street crossing on its trip over the new track. An excited crowd of 500 from Decatur and the surrounding section gathered in the village, which now consisted of about six houses at the present site of Five Points, and cheered the train on its way to Marietta, 22 miles away.

After the track to Marietta was completed, some of the settlers who had moved away returned, along with many new residents. Even so, growth of the town was halted again by suspension of work on the Western & Atlantic because of financial difficulties that led to an unsuccessful attempt to sell the road for one million dollars. For some months, the population consisted chiefly of unemployed railroad hands, most of whom spent their time gambling and drinking.

Despite these difficulties, on December 23, 1843, the State legislature chartered the town under the name of Marthasville, in honor of the daughter of ex-Governor Wilson Lumpkin, who earlier had done much to further state interest in railroads. Under the charter a five man board of commissioners governed the town.

At the time, Marthasville had two stores, the Western & Atlantic Railroad office (which also housed the engineers), a hotel and about a dozen dwellings. The hotel had been literally moved into the settlement the previous year from Boltonville across the river on two flat cars drawn by a slowly moving locomotive. About fifteen acres had been

cleared, including five that had been given to the state for the railroad yards. There were four highways meeting at the site of Five Points, Whitehall-Peachtree and Marietta-Decatur roads, of which perhaps Marietta was the most thickly settled. In 1845 the town built its first jail near Alabama Street on Pryor. It was a one room structure, twelve feet square on the outside, with walls three logs thick, but energetic prisoners found it little trouble to burrow under the structure or tip it over to gain their freedom. In the triangle near the present corner of Houston and Pryor Streets, a small building was erected by private subscription to be used as a school, church and Sunday school. This activity and the gradual increase in population prompted the Reverend Joseph Baker to publish a weekly newspaper, *The Luminary*. It was not too popular, however, because of its emphasis on religious rather than topical affairs.

That year the board of commissioners appealed to the legislature for a city charter to change the name to Atlanta and provide for a surveyed street system. Because many of the townspeople opposed the change on the grounds that it would increase taxes, the charter was not granted; but an act was passed in December changing the name of the town to Atlanta and making it headquarters for the voting precinct that had been at the Whitehall Tavern. Suggestion of the name is generally credited to J. Edgar Thompson, then chief engineer of the Georgia Railroad. His ingenious derivation was ". . . the terminus of the Western & Atlantic Railroad—masculine Atlantic, feminine Atlanta." With no systematic layout of the streets, the townspeople continued to build haphazardly along the cowpaths and when the charter was finally granted, it was too late to straighten the streets already lined with buildings.

Atlanta's growth was enhanced by the arrival, on September 15, of the first through train over the newly completed branch of the Georgia Railroad from Madison, opening the market to Augusta. In 1846 the Macon & Western branch opened transportation between Macon and Atlanta. The town now had three railroads terminating at the State Square, which was the five acres of Land Lot 77 given to the state by Samuel Mitchell, of Zebulon, for railroad shops. The land around the square had been divided by Mitchell into seventeen town lots, most of which had been sold by the first of the year.

Real estate development stimulated growth in other activities. Two short-lived newspapers began publication in that year; later, two schools were opened, making a total of four in operation. Soon, the town was

extended banking facilities by the Georgia Railroad agent to sell exchange in Augusta, Atlanta's chief market. E. Y. Clarke, an early historian, says that the year 1847 saw the erection of a block of brick buildings. So voluminous was the cotton trade at this time that it was often impossible to weigh all the staple on the day it was brought to market. Long lines of cotton-laden wagons drawn by oxen and four and six mule teams lumbered daily into the town and departed filled with goods purchased from Atlanta merchants.

Law enforcement at this time was difficult. A large part of the citizenry was composed of railroad laborers and floaters who openly defied all measures of municipal law. These people lived in two villages on the outskirts of the city, Snake Nation and Slab Town. A third disreputable section, Murrell's Row, just off Decatur Street, was named for a bandit who roved the Southern states. Here laws were ignored, cockfights were held in back yards and gambling went on day and night. Shouting, bloody fights and gunfire often shattered the quiet of the nights, and most people avoided the section after dark.

The charter of the City of Atlanta, as granted by the legislature on December 29, 1847, provided for government by a mayor and six councilmen. The first election, in which all 215 registered voters participated, was held on Kile's corner exactly one month later. The new government increased the attempt to enforce laws. During the first two months numerous disorderly conduct cases were tried in the mayor's court and fines were imposed. Laws were passed prohibiting the transaction of business on Sunday. A board of health was appointed and the city council decided to hold regular semi-monthly meetings, along with special meetings where necessary. In November the council was forced to dismiss the city clerk for refusal to report the receipts of his office. So strenuous were the efforts to enforce the laws that even Mayor Moses W. Formwalt had a disorderly conduct case lodged against him for lack of decorum in his own saloon.

As the town grew and civic conditions improved, the church people felt the need for organizing their own denominational groups. Methodist, Baptist, Presbyterian, Episcopal and Catholic churches were formed in 1848 and the members supported and helped to elect Dr. B. F. Bomar as mayor the next year. Bomar's administration levied a property tax of three-tenths of one per cent and, in line with the precedent set by Formwalt, deposited fines for disorderly conduct and other violations in the city treasury. Nevertheless, an irregularity in the tax receipts later forced the city to float a \$500 bond issue, its first, to cover operat-

ing expenses. A temporary hospital was established, and the *Atlanta Intelligencer*, the first Atlanta paper to attain any degree of permanency, began publication. In this year also the Western & Atlantic Railroad was completed to Chattanooga, affording the growing city a wider market.

Although Formwalt's administration had seemed inadequate, the next two introduced few reforms. The 1850 council did, probably in desperation, require that each person obtaining a business license post a bond of \$200 as a guaranty that no violation of city ordinances would be tolerated on the premises. This council also built a new jail, larger and stronger than the first, but still too small; in order to imprison new offenders, those who had been confined for the longest periods were taken out, given a strapping and set free. But these elementary measures could not alter Atlanta's reputation as a wide-open frontier town, where there was said to be one saloon for every fifty inhabitants. Potential settlers were frightened away and many families threatened to move unless drastic changes were made.

In 1850, the conservative citizens took a more vigorous stand and formed themselves into the Moral, or Orderly, Party, receiving the full support of the *Atlanta Intelligencer*. The opposition, drawn from the gamblers and outlaws of the section, was called the Rowdy, or Disorderly, Party. After a long fight, the Moral Party won the election and the new mayor, Jonathan Norcross, immediately began a campaign to drive out the breeders of crime.

As a counter-threat, the Rowdy Party attempted a reign of terror. One member, when brought before the mayor and council for disorderly conduct, refused to make any defense, whipped out a long knife and advanced on the group before him. The sheriff struck down the knife with his cane, and in the confusion that followed, the prisoner managed to escape. Two nights later the Rowdy Party placed a cannon loaded with dirt and powder in front of Norcross' store on Peachtree Street and warned the mayor to resign or have his store ruined. The mayor collected a volunteer police force of 100 armed men; they surrounded the party headquarters on Murrell's Row about midnight and, breaking in, arrested twenty of the men. The leaders were locked in the jail and released later with orders to leave town. Another group of volunteer police raided Snake Nation and Slab Town, ran the inhabitants from cover, crashed in walls and burned some of the shacks. Prostitutes were escorted through the streets in wagons and warned to change locations. Later, a fine of fifty dollars was set against owners of brothels.

As late as 1850 the schools had met with little success and many of the early teachers had moved away. Since only a few of the citizens were slaveholders, the children were often kept at home to tend the livestock and work in the gardens. In 1851, however, several teachers felt that the time was ripe for better facilities and in that year several schools and academies, one high school and a music school were opened. Two years later, the first free school, financed from the state poor school fund, was established.

The town was now more than four times the size of Decatur and a movement was started to make Atlanta a county seat. That year the legislature created from half the DeKalb County territory the County of Fulton, named presumably for Hamilton Fulton.

Early settlement had been made to the north of the tracks and some houses were being built along Peachtree Street; but expansion was chiefly to the south. Business houses were concentrated along Whitehall and Alabama Streets; Market (Broad) Street was the center of the market district, residences extended out Pryor Street to Garnett, and small frame houses occupied the space between Alabama and Mitchell Streets.

In the decade following 1850 the city developed rapidly. Banks were established; the Athenaeum, the city's first theater, and Parr's Hall provided entertainment by stock companies. A local dramatic club was organized and a concert hall was opened. The Fulton Brass and String Band provided music for parties; a five acre fair ground (Fair Street) was bought and offered for the use of the Southern Central Agricultural Association. Fraternal societies were formed, as well as the military Gate City Guards and the Atlanta Grays. Streets and sidewalks were paved, and a gas plant was built, the streets being lighted by gas on Christmas night, 1855. A city hall, a market house, and fire stations were constructed; a fire engine was bought when Atlanta Fire Company Number One was chartered by the legislature. Mechanics Fire Company Number Two was organized and, after a fire in which several lives were lost for lack of ladders, the Atlanta Hook and Ladder Company was formed. At the end of the decade the city had still another fire company, Tallulah Fire Company Number Three. The Atlanta & West Point Railroad was completed to Alabama and two other railroads, the Atlanta & Charlotte Air Line and the Georgia Western, were chartered. By April 1, 1859, the city had a population of almost 10,000 and the assessed value of its real estate was \$2,760,000.

Atlanta citizens had given little thought to the slavery question

beyond becoming aroused in 1857 to the extent of sending military and financial aid to Kansas when that territory became a source of conflict between slave-holding and abolitionist settlers. By 1860, Atlanta was feeling strongly the tension between North and South. In January merchants met and decided on cessation of trade with Northern wholesale merchants who were abolitionists. By April feeling ran so high that a meeting was held to consider secession from the Union to join Mexico under the leadership of Juarez, but conservative opposition defeated this move. Nevertheless, sentiment mounted with the passage of time. Stephen A. Douglas spoke to a public gathering on October 30 on the subject of secession. His answers to questions fired at him infuriated the public and the *Intelligencer*, spokesman for the secessionists, bitterly attacked him. The next day the Fulton County Minute Men organized to be ready for the fight against abolitionist domination and named a correspondence committee to maintain contact with similar organizations through the South. Secession meetings were held every few days during December. On the 22nd Atlanta celebrated South Carolina's break from the Union with an all day program, beginning with a sunrise salute of fifteen guns, and terminating with a torchlight parade and the burning in effigy of Abraham Lincoln in front of the Planters' Hotel.

Under the stress of war, building activities ceased and some businesses were crippled, but the city soon began to hum with war industries. There was a steady influx of people, some fleeing from war, others employed by the Confederacy in the manufacture of war implements, medicine, and machinery for making arms and ammunition. On June 3 an important convention of Southern bankers was held to consider measures of financial cooperation with the Confederate Government. The city was placed under martial law on August 11, 1862, by order of General Braxton Bragg, and Mayor James M. Calhoun was appointed Civil Governor of the city. Atlanta then became a large hospitalization center, as well as headquarters for quartermasters and commissaries. All available large buildings, including the medical college, several hotels, and schools were converted into hospitals.

As an inland city of the Deep South, Atlanta had little fear of actual bombardment, despite the knowledge that its five railroads and many war plants made it the goal of Northern troops determined to cripple the Confederate Army by cutting off its main source of supply. As a local preparedness measure, in May 1864, all males between the ages of 16 and 65 were registered at the courthouse on Washington Street and equipped with arms. But even then, with the fighting only

100 miles away, Atlanta was not gravely apprehensive since the enemy had been driven from the state at Chickamauga the preceding fall. General William T. Sherman, however, was watching Atlanta, "the citadel of the Confederacy," and by means of his semicircular flanking movements to the rear of the exhausted Southern troops, had progressed in a few weeks as far as Kennesaw Mountain, only twenty-two miles away, from where the first faint sounds of firing were heard in the city.

The contending forces pushed on to the Chattahoochee River, the Northern line like a giant whip that continually curved around and snapped at the heels of the Confederates, turning them southward. By July 9 Sherman's 23rd Corps (of the Army of the Ohio) had crossed the river near Soap Creek, entrenching close by, and that night General Joseph E. Johnston with his Confederates crossed near Bolton, camping northeast of the crossing. On the night of the 17th Johnston received President Davis' order relieving him of the command and giving it to General John B. Hood, who completed Johnston's prearranged alignment of the troops north and east between the Federal trenches and the city. The Home Guard and "Joe Brown's Malish," 10,000 men between the ages of 16 and 65, had been dispatched to guard the river crossings, where they skirmished with small groups crossing the river.

By flanking maneuvers, all the Federal companies, 106,000 strong, had crossed by the 17th and the next day spread out fanwise from the mouth of Peachtree Creek to Decatur. Just beyond Decatur they wrecked several miles of the Georgia Railroad tracks. On the 19th, while Hood, with a total force of 47,000 men, was forming his battle line facing Peachtree Creek, General George H. Thomas was crossing the creek with his Army of the Cumberland. The attack of William J. Hardee and Alexander P. Stewart, planned by Hood for one o'clock on the afternoon of the 20th, while Thomas was still crossing, was delayed by a shift to the right over thickly wooded terrain. By four o'clock Thomas had reached the south bank and flung up light breastworks.

The Confederates attacked at five main points along Thomas' line, which stretched out Collier Road from Peachtree to Howell Mill Road. General W. B. Bate's men swooped down Clear Creek Valley east of Peachtree and charged up the slopes of Brookwood Hills to battle furiously with General John Newton's 4th Corps forces. General W. H. T. Walker advanced up Peachtree Road and assaulted Newton's corps on the front and right. The fighting quickly spread westward. General George Maney struck the front of General W. T. Ward's division just west of Peachtree Road. General W. W. Loring advanced on

John W. Geary's line and, when Colonel Benjamin Harrison's men fired into his right, his left wing drove between the lines of Geary and A. S. Williams, pushing Harrison's brigade back to the creek. With the assistance of other Union forces, however, Harrison's line was quickly replaced. General E. C. Walthall attacked General Williams between Northside Drive and Howell Mill Road, but the Confederates made no gains, and just before dark Bate made another sally without success. After five hours of fighting, a division of artillery that Thomas placed just east of the bridge raked the valley, forcing the Confederates to retire.

Casualty figures for the Battle of Peachtree Creek are estimated at 5,000 for the Confederates and 2,000 for the Federals. Among those killed was Brigadier General S. H. Stevens, one of Walker's commanders. Three shells fell within the city, the first killing a little girl at the corner of Ivy and Ellis Streets.

At about six o'clock in the evening General Hardee was ordered to send P. R. Cleburne's division, which he was holding in reserve, to the aid of General Joseph Wheeler, who was losing ground under fire from J. B. McPherson's forces between the city and Decatur. It was not until daybreak of the 21st that Cleburne relieved Wheeler at Bald Hill (Leggett's Hill near the corner of Memorial Drive and Moreland Avenue), where his men had retreated at sundown. Wheeler's orders were to extend his line to the right, but while the changes in position were taking place, two Federal divisions assaulted the Confederates and drove them off the hill, which M. D. Leggett was ordered to hold as a strategic point for firing on the Confederate States Navy rolling mills. Light skirmishing in this vicinity continued throughout the day. During the day the Confederate soldiers north of the city reconstructed fortifications at the northern corners of the inner defense lines, and in the night they moved back closer to the city.

That night Hardee's corps, under orders from Hood, moved by a circuitous route through the southern part of the city to steal up behind McPherson's forces in the Leggett's Hill section. Hardee's men were to attack McPherson's rear at daybreak of the 22d, while B. F. Cheatham's corps assaulted the front with the aid of Wheeler, in the hope of pushing the Union troops back to the creek. The plan was not realized because Hardee's battle-tired men were slow in traveling the fifteen miles to their destination, and it was noon before they were ready to attack. Meanwhile, most of the Federals, starting as early as three o'clock in the morning, had moved up to the abandoned outer defense

trenches. Wholesale shifting of both the enemy and defending troops created restless anxiety among the citizens, and in midmorning curious groups repaired to the housetops to watch developments.

The Battle of Atlanta began about noon when the divisions of Walker and Bate, under Hardee, broke into a clearing north of Glenwood Avenue and ran into T. W. Sweeney's division of the 16th Corps, just after it had turned from Clay Street into Fair Street (Memorial Drive). The intrepid Hardee, who had expected to come up back of McPherson's 17th Corps, gave quick orders to left face, and the fierce battle that then ensued raged for more than two hours.

Meanwhile, Cleburne's and Maney's troops had engaged those of Giles A. Smith's 17th Corps division at Glenwood and Flat Shoals Avenue. Charging the Federal breastworks, the Confederates captured the 16th Iowa Regiment, the 2d Illinois Battery and Murray's Battery. The hard-pressed Federals fled their trenches, through the woods and up the slopes of Leggett's Hill, where they aligned themselves to the east of Leggett's forces, filling the gap between them and the 16th Corps. The Confederates gave chase, making the air ring with the piercing rebel yell. Reinforced by Stevenson's division of Cheatham's Corps, which Hood ordered to the spot from Grant Park, they charged up the slopes, fell back and charged again, until the hill-top was a mass of grappling humanity.

General H. Wangelin's brigade was brought in to assist the 16th and 17th Corps in holding the hill. The Confederate line was reinforced by T. C. Hindman's and H. D. Clayton's divisions of Cheatham's Corps, which marched out just north of the Georgia Railroad to engage the 15th Corps. The fighting had spread to the west and north of the railroad into the present Inman Park. A. M. Mangault's brigade, assisted by the brigades of Sharp, Brown, and Reynolds, split the Federal line near the Troup Hurt house (close to DeKalb Avenue), and captured Battery A, 1st Illinois. Pushing past the house, they also captured DeGress's battery of five 20-pound Parrott guns, which they turned upon the enemy but were forced to leave in place because the Federals stationed north of the site shelled the horses. Federal infantry and artillery reinforcements hurried to repair the gaping line, and the Confederates were stopped by the fresher and greater strength of the opposing forces. The battle was over by dark, but near Leggett's Hill there was intermittent rifle fire all during the night.

During the battle young boys just entering their teens, old men, convalescents, refugees, and soldiers in the city on leave, grasping any article that might be used as a weapon, rallied to the aid of the Southern soldiers. The slaughter was terrific and, since there was no way of counting the dead not on Hood's roster, authorities believe that all casualty figures given are vastly underestimated. Computed losses, including the wounded and captured, vary from 6,000 to 10,000 Confederates, and from 4,000 to 7,000 Federals. The Confederate general Walker and the Union general McPherson were among those killed. Although the Federals were not driven back to the creek, Hood reported that his men had been greatly encouraged by "the partial success of the day."

There were light skirmishes but no more real battles until 11:30 in the morning of July 28 at Ezra Church. Four divisions of Confederate infantry, led by Generals Stewart and S. D. Lee, attacked the right flank of General John A. Logan's Army of the Tennessee as it moved southwest of the city toward the Atlanta & West Point and the Macon & Western Railroads. The vastly outnumbered Confederates desperately fought Logan's men, who hastily flung up improvised breastworks of logs, and of benches dragged from within the church. Again the attacking Confederates fought chiefly in the open, and lost heavily. Generals Stewart, Brown, Loring, and Johnson were wounded, and about sundown General Walthall gave the command to cease fighting. Estimated losses were between 2,700 and 5,000 Confederates and 650 Federals killed and wounded. No definite advantage was gained by either side.

The Federals then settled down to a steady bombardment of the city, but the firmly entrenched Confederates successfully resisted all attempts to break through the lines. On August 6, when Federal troops drew too close to the railroads (near Lee Street), Bate's Confederate division made two furious sallies against General G. W. Schofield's line, scattering the forces, capturing two stands of colors, and killing and wounding 800 men.

Damage to the city and the loss of civilian life mounted as bombs and Minié balls rained down. Although water was scarce, every householder was required to keep a ladder and two buckets of water in readiness in the event an exploding shell set fire to his house. At strategic points around the city were stationed large guns, deafening in their response to the booming of the enemy's immense siege guns. The air was thick with smoke and the stinging smell of burnt powder;

the streets were gashed with great shell holes, and houses were demolished. All during the day and night women, children and aged men scrambled in and out of bombproof dugouts in back yards or scurried to and from warehouse basements. Hood says, "The ninth was made memorable by the most furious cannonade which the city sustained during the siege."

Privation and disease added to the suffering within the city. Confederate money was almost valueless, and typhoid fever struck down soldiers and noncombatants alike. There were numerous fires other than those caused by bursting shell, usually at night, and the volunteer firemen, detailed to guard duty on the streets, worked under difficulty because the Federals made targets of the fires.

During August the Federals concentrated most of their forces around the defenses that protected the two railroads to the southwest; but after the disastrous affair of the 6th they made no further advances toward the tracks. By the end of the month the Northerners had relinquished hope of penetrating the city lines, and, skirting the firing trenches, they moved southward to cut the railroads farther down and to draw Hood's forces from the city. Sherman, however, left his 20th Corps at Atlanta to protect the captured Western & Atlantic Railroad, which, repaired by his men, brought a daily average of 145 cars of supplies to the Federals.

On the 29th the Union forces wrecked the Atlanta & West Point Railroad at Red Oak and Fairburn. Two days later the Battle of Jonesboro was lost by the Confederates, and with the cutting of the Macon & Western Railroad, the city was isolated from outside supplies and military reinforcements. On the next day six Federal divisions completely routed Cleburne's forces at Jonesboro and forced their retreat to Lovejoy Station.

Hood's only recourse was to try to divert Sherman from the stricken city. His troops began marching from Atlanta that afternoon, and he himself moved out at five o'clock toward Lovejoy Station. With the order to evacuate, the commissary warehouse was opened to the people, who, after months of short rations, hurried eagerly to their homes loaded with flour, syrup, sugar, and hams.

The hours after midnight were long remembered. The city rocked with blasts and rumblings of earthquake dimensions, while crowds of tired, bedraggled soldiers from the trenches streamed through the streets, pushing south to join Hood. Five engines, a train of ordnance stores, and eighty cars of ammunition, together with Confederate ware-

houses, were dynamited and kindled by Hood's rear guard before it marched out.

After a sleepless night the citizens waited apprehensively in the defenseless city, but the Federals remained quiet in their bivouacs. No messenger came from outside, and finally at nine o'clock on the morning of September 2, when the tension became intolerable, Mayor James M. Calhoun gathered together a few of the citizens. The group carrying a white flag and unarmed—one man having removed four pistols from his person at the mayor's suggestion that they disarm—rode three miles out Marietta Street to the Federal lines, where Mayor Calhoun formally surrendered the city.

Almost immediately the troops began marching in. Between that time and the 7th approximately 80,000 soldiers filed into the small city. Wallace P. Reed, an Atlanta historian, records: "At first the soldiers took what they wanted, but in the main they behaved tolerably well." The sutlers moved in with their supplies of everything from dry goods to the latest novels. A depot of quartermaster's stores was opened. Officers established their headquarters in some of the larger homes. The work of building new fortification lines was begun, and other measures were taken to prepare for defense in the event the Confederates tried to recapture the city. Fine residences were torn down and the materials used to build cabins for soldiers; tents were set up, and the city rapidly assumed the appearance of a gigantic army camp. It was Sherman's plan to make it one, and on September 4 he issued his order for evacuation by the citizens.

Because the railroads to the south of the city were a tangle of twisted rails, Sherman wrote General Hood on the 7th outlining a plan of evacuation for southbound refugees and proposing a two-day truce at Rough and Ready. Hood agreed, at the same time protesting the inhumanity of driving innocent people from their homes. Five days later 1,565 white citizens with 79 loyal Negro servants were transported in wagons by Northern soldiers to Rough and Ready with trunks, bedding and light furniture. One hundred men, stationed there by Hood, assisted them on to the railroad at Lovejoy Station. From there many of them went to Exile Camp, near Dawson, until they could return home. The other refugees fled to the north by the Western & Atlantic, chiefly to Tennessee and Kentucky, while most of the Negroes, whose numbers had been supplemented by those who had come great distances to camp around Sherman's lines during the siege, remained with the Federal troops. About fifty white families, pre-

sumably Union sympathizers and foreigners, also were allowed to remain during the 75 days of Sherman's occupation.

It was during this time that the Federal general, abandoning his pursuit of the elusive Hood through northwest Georgia, decided to destroy Atlanta and march to the sea, cutting the Confederacy in two with a broad path of desolation. On November 14 torches were applied simultaneously in various parts of the city and the more substantial buildings were blown up by gunpowder. One of the Federal officers writing to his wife, said, ". . . all the pictures and verbal descriptions of hell I have ever seen never gave me half so vivid an idea of it as did this flame-wrapped city tonight. Gate City of the South, farewell." While flames crackled and buildings crumbled around them Sherman was serenaded by one of his bands, and he said afterwards that he could never hear the "Miserere" from *Il Trovatore* without remembering that night. The next day he moved his troops out of the burning city on his destructive way to the coast.

Almost immediately some of the citizens began returning, and early in December the Confederates reoccupied the ruined city, with Colonel Luther J. Glenn in command. On the 7th a city election was held and Calhoun was re-elected mayor.

Within the city limits only 400 of 3,800 buildings were left standing, and of 500 on the outskirts, only 100 remained. An unexplained mystery causing conjecture and no little suspicion among the loyal Southerners was the selection of buildings to escape destruction by Sherman's men. In widely separated districts groups of houses were unscathed by the flames that reduced most of the city to ashes, and one entire business block was left untouched. The returning citizens set to work at once, men, women, and even children putting their hands to the construction of houses. Shanties were built with brick and boards salvaged from the ruins. Many of the homes were makeshift—discarded army tents, old freight cars, and, in some cases, scraps of old tin roofing nailed to wooden framework. Some of the people boarded in the remaining private homes until they could erect more comfortable shelters. Almost all the commercial buildings had been wrecked, and during the hurried rebuilding a number of small structures were moved intact to Whitehall Street by merchants, while others set up business in hastily erected shanties.

So terribly ravaged was the section that there were no birds, even when spring came. Food and fuel were scarce and, since Confederate money was almost valueless, few could afford the commodities that were

available. There was dreadful suffering during the cold winters of 1864 and 1865. People scoured the battlefields for lead bullets, which they sold to buy food. Persimmon seeds were pierced for buttons, old clothes were raveled and rewoven, corn shuck hats and wooden-soled shoes were made, diced side meat was used for lard, and barter and trade took the place of cash transactions. A smallpox epidemic aggravated conditions in 1865 and 1866. Beggars roamed everywhere, but by 1866 the church congregations were able to hold fairs for the benefit of the most impoverished citizens.

In this year the Atlanta Memorial Association was organized, and the bodies of soldiers were removed from their temporary graves and reinterred in Oakland Cemetery and in the Marietta Cemetery. The date General Johnston surrendered the territory east of the Chattahoochee River to Sherman, April 26, was set aside for Memorial Day, which was first celebrated in 1867. On May 4, 1865, Colonel Glenn turned over the city to the Federal leader Colonel B. B. Eggleston. On the 16th the United States flag was raised formally in front of Eggleston's headquarters and lowered to half-mast because of Lincoln's death.

The majority of the citizens were willing to accept quietly the irremediable circumstances. This attitude undoubtedly was aided by Mayor Calhoun, who stated at a public meeting held June 24 that he had never favored secession and that his greatest wish was to return to the Union. In this attitude he was supported by other leaders in the city who were sympathetic to the Union. Resolutions adopted at the meeting expressed hope for early resumption of the state's former relations and function in the Union and voted confidence in President Andrew Johnson's administration.

With the passage of the Sherman Reconstruction Bill in February 1867, over President Johnson's veto, the tone set by Calhoun changed to discord. A large group of citizens favored violent opposition; another was resigned to submission; a third claimed to uphold President Johnson, but adopted an attitude of watchful waiting. After the supplemental bill was passed by the House, also over the President's veto, the city was in an uproar, and a public meeting was called for the morning of March 4. The gathering heard various speakers and listened in tacit disapproval to the submissive resolutions drafted by pro-Union Colonel Henry P. Farrow and his committee. At a later meeting ex-Governor Brown made an eloquent plea for the Farrow resolutions, which were formally adopted.

A large delegation of the submissionists welcomed General John

Pope, commander of the Third Military District set up by the Sherman law, when he arrived at the station on March 31, 1867. A reception was held for him that night, and a banquet was given at the National Hotel on his return from Montgomery on April 11, when Atlanta was made headquarters for the district. This cordial treatment overwhelmed the brevet general, who had expected, at best, complete indifference from all. The first impression made by Pope was an agreeable one; he arrived in civilian clothes and was courteous to everyone he met. The rigorous laws imposed on the South by Congress, however, made it impossible for any administrator of the military government to please the victims of their penalties. Then, too, Pope made the mistake of allowing himself to be surrounded by unprincipled politicians who hoped to profit through the association. It was only a short time before the people were calling for his removal.

Ex-Governor Joseph E. Brown, the outstanding leader of the state conformist group, made a number of speeches in the city, for the most part pursuing his usual theme of strict submission to the military measures. Emphasizing the advantages to be gained, he stressed the futility of the state's pending appeal to the United States Supreme Court. The many non-conformists were strong in their resentment of the harsh laws and scornfully rejected Brown's proposals, but lacked an effective leader of their own.

In October, 1867, the non-conformists organized themselves into the Conservative Party, under the leadership of two brilliant orators, Benjamin Hill and Robert Toombs. Representatives from Clayton, Cobb and Fulton Counties met in Atlanta the next month, four days after Pope's order for the state constitutional convention, and appointed delegates to the State Conservative convention to be held in Macon. On December 9 the constitutional convention met in the Atlanta City Hall.

During the convention's holiday recess General Pope was removed by President Johnson, who was sympathetic to complaints against Pope and his carpetbagger advisers. It was hoped that this would intimidate the convention, but the hope was vain; the President's views availed nothing against Congress, and the convention had the support of the radical Congressional leaders. The expenses were excessive, and on January 13, 1868 General George G. Meade, who had replaced Pope on the 7th, issued his order removing the Democratic Governor Jenkins and State Treasurer Jones from office for their refusal to pay the exorbitant claim for expenses of the convention.

The convention adjourned on March 11 after choosing Rufus B. Bullock Republican gubernatorial nominee. The election was held April 20-23, the Fulton County polling taking place at the courthouse, which was surrounded by Federal soldiers. Fulton County gave the Democratic nominee General John B. Gordon, of Atlanta, a majority of votes, but Bullock was elected by the Negro vote over the state. Many Conservative citizens, refusing to take the amnesty oath, did not vote, either on the governorship or on the ratification of the new constitution, which contained a provision for a change in the capital site.

Atlanta as the new capital was the scene of the fiasco that was Bullock's administration. On the 21st of July the Fourteenth Amendment was ratified. In September, Negro legislators were ejected by the Conservative Democrats, with the aid of some of the Republicans and radical Democrats who had become disgusted with the behavior of the Negro members. In the temporary capitol at the corner of Marietta and Forsyth Streets, in January of 1870, twenty-four white legislators were excluded arbitrarily by a Federal military commission, and 31 Negroes were seated. In February the Fifteenth Amendment was ratified.

The military trial of prisoners arrested in connection with the Ashburn murder in Columbus, an alleged political crime committed shortly after adjournment of the constitutional convention, was held at McPherson Barracks, near Atlanta, for three weeks beginning June 30, 1868. There was strong public indignation over the arrest, confinement, and brutal treatment of a number of innocent white and black persons. As a member of the prosecuting counsel, ex-Governor Brown became even more unpopular and was the target of invectives hurled by speakers at a political rally in Atlanta. On July 23, 1868, twenty thousand Democrats sweltered for five hours under a bush arbor erected on Alabama Street as they listened to the fiery speeches of such men as Benjamin Hill, Robert Toombs, and Howell Cobb. The famous Bush Arbor Meeting initiated the campaign to end the carpetbagger rule in Georgia; and, while the Democrats worked to throw off radical Republic domination, the administration with its "million-dollar legislature" unwittingly furthered their cause by extravagant corruption.

Probably Atlanta was the only place in the state to receive any benefits from the wanton extravagance. Bullock's semiofficial agent, H. I. Kimball, lavishly dispensed the state funds. A Northern promoter connected with many enterprises, including the Tennessee Car Company and a number of Georgia railroads, he secured legislative

authorization of apparently legitimate schemes that brought profit to him and his associates at the taxpayers' expense. He had bought the unfinished opera house at Forsyth and Marietta Streets and completed it, leasing it to the city for Atlanta's first capitol and installing, in 1868, on the first floor a \$10,000 post office. He sold the building to the state at a good profit in 1870, and in that same year he constructed with \$300,000 of state-endorsed railroad bonds the elaborate Kimball House. Here he and Bullock spent thousands in wining and dining military officers, legislators, and their friends.

Undermined by its own deficiencies, the radical Republican regime in Georgia passed out of existence when the Democrats won the election in December, 1871. In anticipation of this outcome and the resulting investigation, Bullock had left the state three months earlier.

Meanwhile, the city was being reconstructed in a manner more acceptable to the citizens. Four of the railroads were operating again by the fall of 1865 and the Georgia road was being repaired. On March 3, 1866, the legislature extended the city limits to a distance of one and a half miles in each direction. The gas works was repaired and the streets again lighted on September 15.

There was a real need for a library in the city, and in 1867 the first one was opened in a rented room, by the Young Men's Library Association. The library and the lecture course it sponsored, which brought Henry Stanley, Thomas Nelson Page, and other well-known lecturers of the day, proved popular. An extension course was offered in the form of lectures by various members of the University of Georgia faculty, and an art school was also sponsored by the library.

Important steps in education were taken in 1869. Negro schools had been opened by the Freedmen's Bureau after the war, but the only white schools in the city were privately operated and beyond reach of most of the citizens. In September a committee of councilmen and citizens investigated educational needs and made plans for a city school system. Two years later the schools opened, and by the end of the term approximately 4,000 students were being taught by 56 teachers in the two high and various grammar schools. Rapid strides were made in the establishment of institutions of higher education. Atlanta University for Negroes was opened in 1865 and before 1885 five other Negro colleges began to function. The Southern Medical College was organized from the Atlanta Medical College in 1879, the Southern Dental College was established in 1887, and the Georgia School of Technology was opened in 1888.

As early as 1869 building costs had dropped sufficiently for Atlanta to start construction on a grand scale. Included in the buildings erected in 1870 were the DeGive Opera House, the Kimball House, and the \$70,000 James residence, purchased in October for the governor's mansion. About 400 buildings were constructed in the following year. Building activity continued into 1873, accompanied by expanding mercantile and industrial operations, and in that year the Atlanta Manufacturers' Association was formed.

A chamber of commerce, which had been organized in 1860, had given serious attention to the problem of freight rate equity; but with the advent of the war this organization turned to more urgent questions, particularly that of direct trade with Europe. Disbanded during 1861, it was replaced in 1866 by the board of trade, which held daily meetings until 1871, when it was reorganized as the chamber of commerce.

During the same period the general assembly was persuaded to revise the city charter to permit municipal ownership of a waterworks. A board of water commissioners was elected and the job was let to a construction company in the next year. Four years later the works at the South River reservoir (Lakewood Park) was in operation, and running water in many sections replaced the street-corner pumps and wells that had theretofore provided the water supply.

A natural aftermath of the post-war inflation was the depression of 1873, bringing cessation of construction, price reductions in real estate, and general business slackness. None of the banks failed, although one of the largest suspended operations for a short time. The Atlanta & Charlotte Air Line Railroad, kept alive through the war by Jonathan Norcross who had resumed construction in 1869, first began operation in September of the panic year.

With the abatement of the depression, building revived in 1875, improvements on real estate for the year amounted to \$1,000,000, and ground was broken in August for the erection of the U.S. post office, to cost \$275,000. Federal soldiers were withdrawn after the national election of 1876, and, with the lifting of the military heel for the first time in ten years, Atlanta experienced a sensation of complete release. Because the capital site had been determined during Reconstruction in an election under military supervision, another vote on that question was demanded. The vote, taken in 1877, confirmed the selection of Atlanta as the capital. In September of that year President Rutherford B. Hayes, on a good will visit, was given a cordial reception by the city.

In the urgency of rebuilding there was little time for social activities, nor was there money to pay for them. During the Reconstruction Era Bullock, the Kimball brothers, and their cliques entertained extravagantly, but most of the impoverished citizens had little inclination for gaiety. From 1873 to 1876, however, the carnival given each January by the Twelfth Night Mystic Brotherhood considerably enlivened the city. This event was similar to the New Orleans Mardi Gras and featured a long parade of elaborate floats, which were chemically lighted. The parades were followed by pageants, the crowning of Rex and his queen, and a large ball at DeGive's Opera House. In 1878, the time was shifted to October, during the fair, and in the next two years even more spectacular celebrations were given by the Mystic Owls, evidently the successor to the Twelfth Night Brotherhood. The festival was discontinued after that, but the prosperous 1880's brought increasingly elaborate entertaining that for years made Atlanta the social center of the state.

By 1880, commercial growth was measured in great strides. The railroads made the city an advantageous distributing point for goods from all regions, the dry goods jobbing trade was prospering and iron foundries, rolling mills and brick manufactories enjoyed a capacity business. Manufactured products for that year amounted to about fourteen million dollars. A Northern visitor reported that "public buildings in Atlanta are not imposing . . . more like a western town . . . There are banks and boards of trade, and business exchanges . . . modern conveniences from artificial ice to a Turkish bath. . . ." That same year, 1879, had brought the installation of the first telephone exchange.

Five volunteer fire companies and a hook and ladder brigade now served the city and in 1866 the first steam engine was purchased; two others were bought in 1871. Ten years later an electric fire alarm system was installed and in 1882 the city organized a paid fire department. Atlanta had its first electric lights in 1885.

A great step in expansion of the cotton industry, so vital to continued development of the city, was the World's Fair and Great International Cotton Exposition held at Oglethorpe Park in 1881. H. I. Kimball secured it for Atlanta through his friend Edward Atkinson, a Boston economist who suggested an international conference to discuss needed improvements in the culture and processing of cotton. All the States and seven foreign countries were represented in the 1,113 exhibits, which were viewed by approximately 350,000 persons from

all parts of the country. When the fair closed December 31, a local stock company bought the grounds, covering twenty acres, and set up a cotton mill in the main building.

At this time Atlanta was the booming metropolis of the New South. Here the departure from the leisurely ways of Southern tradition was hastened by a group of vigorous young men led by Henry W. Grady who, with an inspired pen and voice cried for work, industrial development, money, and national good will. Cheap labor and natural resources were exploited to success. Northern manufacturers attending the fair saw for themselves, and Atlanta as the capital of this movement felt most strongly the effects that were experienced in some measure by the whole South.

As the trading center of the Southeast, the city was a hub for many sectional promotional conferences and events, one of the most significant of which was the Piedmont Exposition in October, 1887. This exposition of products of the Piedmont States helped to establish a closer co-operation between agriculture and industry and attracted an attendance of more than 200,000. President and Mrs. Cleveland were among the notable visitors and were elaborately entertained during their 24-hour stay in the city.

This prosperous period made the problem of saloons more acute. In 1888, there began one of the most heated prohibition campaigns ever waged in the city. Mayor John T. Glenn in his inaugural address in 1889 tried to quell the storm: "Bar-rooms never built a city nor did fanaticism ever nurse one into greatness, and their war over Atlanta should cease . . . we have no right to prohibit it [liquor traffic], but it is our solemn duty to control it . . ." The control was eventually exercised by imposing high license fees, limiting the hours of sale, forbidding the use of screens in front of saloons, prohibiting sale on legal holidays and election days, and forbidding minors to enter bar-rooms.

The water question became of increasing importance with the rapid growth in population, which, more than 65,000 in 1889, was considerably increased by the acquisition of West End in January 1892. The artesian well at Five Points had proved a failure, its water having been condemned by the board of health. The city was fast outgrowing the supply afforded by the South River reservoir, and the fire department was hampered by the poor water flow. Mayor Glenn in 1889 had determined to have a permanent works built on the Chattahoochee River to give the growing city an unlimited water source. Although

bonds were voted, the opposition of council delayed the plan, and it was not until 1893 that the new works was put in operation.

The severe pinch of the nationwide financial panic of the early 1890's slowed progress only temporarily. By 1895 the city had recovered sufficiently to stage, with the aid of a government appropriation, the Cotton States and International Exposition. This fair, held at Piedmont Park from September 18 through December 31, featured a complete picture of the industries and resources of the ten cotton states and was designed to promote commerce with the Latin-American countries, as well as trade and manufacture within the United States. The Negroes had a building, and Booker T. Washington was one of the speakers on opening day. Visitors streamed in and out of the city, President Cleveland and his cabinet members led the list of the distinguished, and on Governor's Day there were twenty governors in the city. Total attendance was more than a million.

During the Spanish-American War Atlanta was the site of a training camp. The close of the war was celebrated by a peace jubilee featuring a notable military spectacle and attended by President and Mrs. McKinley, cabinet members and their wives, and many army and naval officers. Atlanta, which had been reduced to a shambles 36 years earlier, began the new century with an extraordinary record of growth. The population of 89,872 represented an increase of almost 700 per cent during that brief period. At this time the Whitehall Street viaduct was constructed, and the city presented a \$25,000 site to the Government for the erection of a Federal penitentiary.

Atlanta received front-page publicity throughout the Nation in 1906 when a bitter race riot occurred. During a political campaign the preceding year, the waning Populist Party, in a desperate stand against the Democrats, had made flattering appeals for the Negro vote in the state. As a result of this attention there was some display of boldness and insolence by the lower Negro element; in November 1905, reports of Negro attacks on white women began to circulate in and around the city. Newspapers exploited the reports in headline and editorial. Rusty Row, a Negro section stretching for several blocks from Five Points along Decatur Street, was made up of gambling dives, saloons and thinly disguised brothels. Here drunken Negroes fought in the street and knifings and murders were frequent. Investigating committees, bewildered by the flagrant immorality and the obscene pictures of white women on the walls, did not know how to begin reforms. No definite action other than an occasional police raid was taken until

Saturday, September 22, 1906. Increasing reports of Negro assaults on white women reached a crux that afternoon when news of four such attacks, occurring too late for the newspapers, was spread by word of mouth.

At nine-thirty that night a crowd of 5,000 people converged at Five Points and swept down on Rusty Row, breaking plate-glass windows, overturning carriages and wagons, and unmercifully attacking every Negro in its path. A personal plea by Mayor James A. Woodward, who rushed to the scene, was unavailing, and 300 policemen were unable to cope with the mob; finally the firemen turned powerful streams of water on the crowd and swept it from the section. The frenzied crowd then spread out through the downtown area. Hotels and restaurants barred entrances to protect Negro employees, but some Negroes, feeling insecure behind the barricaded doors and windows, escaped by back entrances and ran along the roof tops, eventually falling into the hands of the mob. Trolley wires were cut and Negro passengers forcibly removed from cars; ambulances taking the wounded to hospitals were stopped and Negroes dragged out. The mobs spread out into the residential districts, and householders were able to protect their servants only with guns and pistols. The state militia, unable to cover the entire city, stationed itself in the wrecked business area to prevent looting. Some of the routed inhabitants of Rusty Row banded together and began to attack white people. On Butler Street they fired more than 100 shots at a streetcar loaded with white passengers. At two o'clock in the morning a heavy rain scattered the crowds, but outbreaks continued through Tuesday noon. On that day 25 citizens met in the council chamber and arranged for a law and order meeting at the courthouse. Although the accounts of the numbers killed and injured varied fantastically, the committee reported that in all two whites and ten Negroes were killed and ten whites and sixty Negroes injured. Prominent white men spoke in Negro pulpits over the city, and a racial tolerance group was formed.

Atlanta long had been termed "the City of Conventions," and as it grew in enterprise the annual number of conventions increased. One of the most important was the meeting of the Southern Commercial Congress in 1911, when 2,000 delegates were addressed by President Taft, Colonel Theodore Roosevelt, and Woodrow Wilson, then Governor of New Jersey. In the same year the peace jubilee and Old Guard celebration, featuring the unveiling of the Old Guard Peace Monument at Piedmont Park, gathered 1,500 military visitors. This

event commemorated the good will tour of the Gate City Guard in October 1879 through the North and East and was the second of Atlanta's peace jubilees.

Three years later, however, the city was feeling again the effects of war, though indirectly. The European conflict drastically affected the cotton trade, middling cotton dropping from twelve cents to approximately six cents, and movement of the crop was blocked. The result in Atlanta was a general business depression. Bankers, businessmen, and chamber of commerce members conferred on the best means of meeting the emergency and were instrumental in effecting the adoption of a cotton warehouse receipt that could be used as collateral in making loans. As a further measure of relief, Georgia farmers were urged to cultivate food products.

A stimulus to this movement was the large cattle show held by the Southeastern Fair Association as its first exhibit in 1915. The city leased Lakewood Park, site of the old waterworks, to the association, which was organized at the initiation of the Chamber of Commerce the previous year. The terms of the transaction were that eighty per cent of the association's profits be spent on the park. Buildings were erected, the race track constructed, and a streetcar line extended to the grounds. More than \$1,000,000 was later spent on improvements, and the site has had increased popularity as a summer amusement park and a center for large gatherings.

In 1914, the city had secured the Sixth District Federal Reserve Bank. Financial conditions began to improve in 1915, bank clearings in the city at the end of 1916 exceeded \$1,000,000,000, and business expanded rapidly.

In January, 1917, General Leonard Wood selected a site for the establishment of Camp Gordon, a cantonment where approximately 55,000 men were trained. In 1918, the War Department made it a replacement camp, and a total of 250,000 soldiers passed through it during World War I and the period preceding demobilization in December, 1919. During construction of the camp, a special local war tax was imposed to pay for piping water to the site, and after the quartering of troops there a large bond issue was necessary to enlarge the waterworks.

During those early war days approximately \$25,000,000 was being spent annually in the vicinity of Atlanta in the preparedness program; all available labor and materials were employed in erecting war plants and the army cantonment. On May 21, 1917, when private building

was almost at a standstill, the city experienced one of its most disastrous fires since the burning of the city by Sherman's troops during the Battle of Atlanta. The fire started just after noon in an old warehouse at Decatur and Fort Streets. By the time the flames had been checked near midnight, they had cut a swath almost to Piedmont Park. In areas three and four blocks wide, dozens of homes, stores and churches were left smoldering ruins.

The fire destroyed 73 blocks. More than 1,500 buildings were wiped out, 10,000 persons were left homeless and damage estimates were computed at more than \$6,000,000. During the course of the fire it was necessary to dynamite six blocks of residences in the Pine Street section and this drastic measure helped to stop the fire between Ponce de Leon Avenue and Piedmont Park. The big fire was one of four general alarms that day. The fire department was not motorized at the time and horse drawn equipment was brought all the way from West End, where one of the earlier fires had ignited several buildings.

Fire apparatus was rushed to Atlanta from Nashville, Savannah, Jacksonville, Chattanooga, Knoxville and several other cities. The local fire companies were also aided by 2,000 regular Army troops dispatched from Fort McPherson. After the final blaze was extinguished, it was found that not a single life was lost.

Atlanta had woman suffrage before it became a national prerogative. In May, 1919, a group of women appealed to the Atlanta City Democratic Executive Committee to permit the participation of women in the city primary. The request was granted, and the Central Committee of Women Citizens was organized and canvassed the city, persuading 4,000 women, in all wards of the city, to register and vote in September. In November of that year the name of the organization was changed to the Atlanta Women Voters' League and has since become officially the Atlanta League of Women Voters, now affiliated with the national league. This organization augments the valuable work of several local clubs that strive to acquaint all eligible voters with the issues involved, and to stimulate active participation in elections.

In 1921, the tax rate was raised to meet increased operating expenses and a bond issue of \$8,500,000 was floated; with the proceeds sewers were laid, streets were widened and the Spring Street viaduct was opened to traffic in 1923. A new city hall, expansion of the water and sewer systems and new viaducts and schools were permitted by an \$8,000,000 bond issue floated in 1926. In later elections, however, a

proposed issue of \$4,000,000 for needed improvements on the city schools and hospitals was defeated.

To counteract the threatened loss of population and business during the Florida real estate boom, the Forward Atlanta Commission was organized by the Chamber of Commerce in 1925. The story of the region's climate, labor supply, location and abundant natural resources was presented through all media of advertising to the entire nation. This intensive program, costing approximately one million dollars, for the importation of new factories and commercial firms, was carefully planned and presented. During the next four years, the campaign paid rich dividends and Atlanta received 762 new enterprises, employing over 20,000 persons and paying annual wages and salaries amounting to more than \$34,500,000.

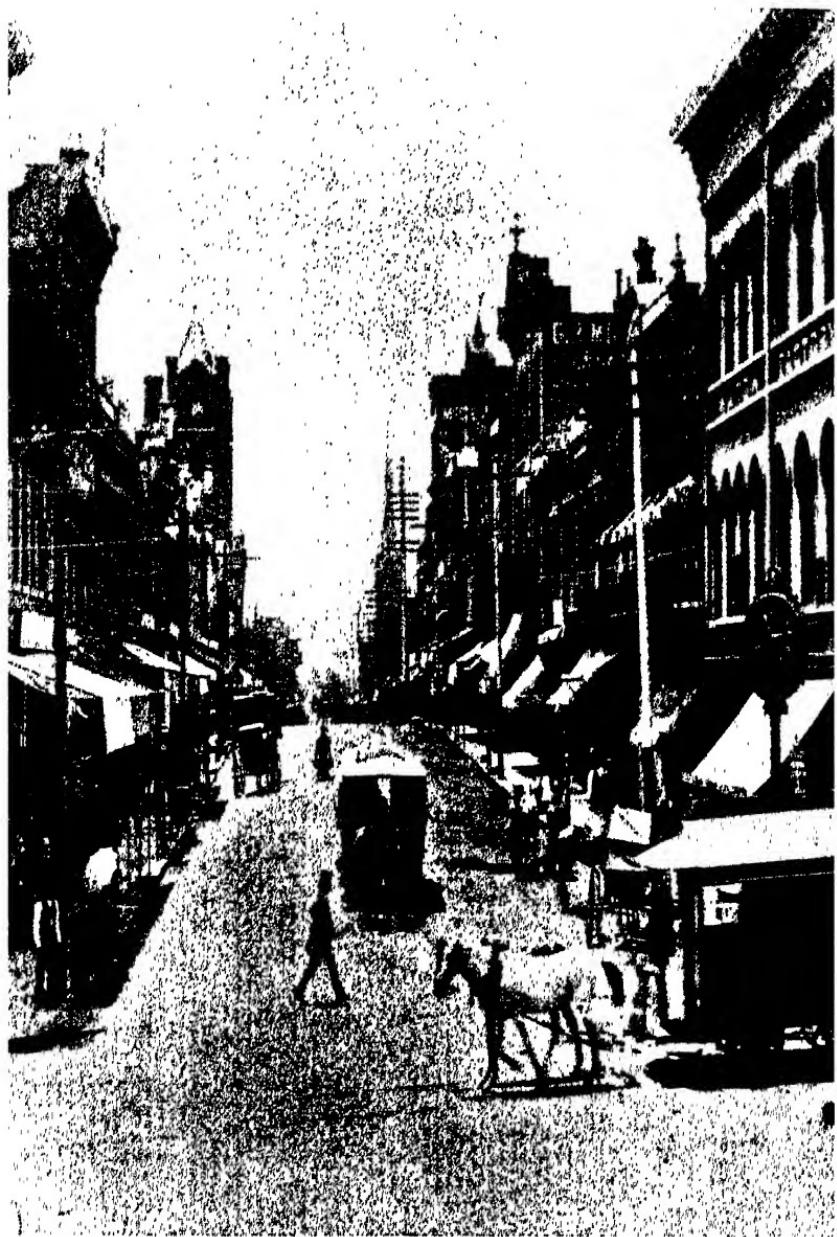
In marked contrast to those booming years were the early 1930's when Atlanta, along with the whole country, felt the effects of the depression. Unemployment, which had presented no serious problem except for a brief period following World War I, became acute. In 1932, a mass demonstration of a thousand unemployed blacks and whites marched on the courthouse, protesting the inadequacy of relief measures. Federal aid alleviated the condition during the next year, and a period of intensive development in public housing followed. Pioneers in slum clearance started in 1933 to plan the erection of low cost housing units. The first project in the nation under Public Works Administration resulted in the completion of Techwood Homes, adjoining Georgia Tech, three years later. Since then, a total of eight separate projects, five for colored tenants and three for white families, housing 17,000 persons, have been completed, at a cost of \$20,000,000. The projects offer low-income groups full utility services and clean, modern homes at the lowest possible rents.

Atlanta's cultural activities assumed popular and important proportions in the twentieth century. In 1904, the newly formed Atlanta Art Association began bringing exhibits to the city and encouraging annual exhibitions of local work. Several years later the High Museum of Art was opened, to be followed soon by the opening of its own art school at the same location. From 1910 to 1931, the Metropolitan Opera Company gave performances in Atlanta each spring. As the only city south of Baltimore to have annual performances by this company, Atlanta was always crowded with visitors from all parts of the Southeast during opera week. With the coming of the depression this event was discontinued, and Atlanta did not see the Metropolitan



First City Hall and Courthouse, location of present State Capitol Building
Built 1854 - 1855

Print by Edgar Orr, Atlan



South on Whitehall, from Alabama Street

Atlanta in 1882

Print by Edgar Orr, Atlanta

artists in opera again until the first Dogwood Festival in the spring of 1936, when the performance of three grand operas was the top attraction of the Festival. Following that, the city contented itself with the presentations of the Atlanta Philharmonic Orchestra and the All-Star Concert Series, which each fall and winter brings several of the nation's best artists. Atlanta enthusiastically welcomed a revival of the Metropolitan Opera season in April 1940. Lecturers and speakers from all parts of the world are brought to the city each year by Agnes Scott College, Emory University, Georgia Tech and scores of civic groups.

Atlanta's general prosperity and growth have helped to establish it as the chief convention city of the Southeast and as a favorite attraction for travelers. Even though many tourists find their way to Atlanta because of its position in the busy path between the Eastern States and the Florida resorts, a good portion of Atlanta's present fame can be attributed to the publication of Margaret Mitchell's classic historical novel, *GONE WITH THE WIND*, in 1936. Owing to the dramatic story so capably written by the Atlanta authoress and a phenomenal, worldwide popularity for the book, international interest has been aroused in the history of the city that fought back to a thriving existence following its complete destruction by General Sherman's Federal troops. One of the most satisfying and enjoyable events Atlanta has witnessed in several years was the celebration attending the première of Metro-Goldwyn-Mayer's faithful picturization of the book in December, 1939. A portion of the cast, several officials of the firm and members of the Hollywood film colony were flown to Atlanta to attend the initial showing of the picture. The afternoon of their arrival, thousands of Georgians lined the streets for two hours in a cold, penetrating wind awaiting the appearance of the group from California. The 'planes were met at the airport by a large delegation and a long convoy of open automobiles was quickly formed to bring the celebrities into the city, through Five Points and out Peachtree Street to the Georgian Terrace Hotel, where they stayed during their visit to Atlanta.

The parade was delayed and dusk was falling, but most of Atlanta remained packed in the downtown area to collect its promised view of Clark Gable, his wife the late Carole Lombard, Olivia de Havilland, Ann Rutherford, and several other men and women then prominent in the motion picture world. Evelyn Keyes, a native of Atlanta and a member of the cast, accompanied the group. Vivian Leigh, who portrayed Scarlett O'Hara, was escorted during her stay in Atlanta by a handsome Englishman who played no part in the picture, and who was

then relatively unknown to American movie audiences. A short time afterward, she married the Englishman, to become Mrs. Laurence Olivier. The couple moved to England later, where Olivier served with the British armed forces during World War II. He has since distinguished himself by his motion picture productions of Shakespearean plays, and is generally recognized as the world's greatest living actor.

Following the parade, the entire delegation assembled on an outdoor platform, erected for the occasion at the side of the Georgian Terrace Hotel. Brief speeches of welcome from the mayor, governor and several prominent citizens were broadcast, followed by statements from each of the Hollywood visitors to the overflow crowd of several thousand persons that stood below, filling every available space within hearing distance of the public address system. That evening a public ball, at which men and women danced in the costumes of the 1860's, was held at the Municipal Auditorium and featured a full evening of entertainment typical of the Old South.

A good portion of the busy schedule arranged for the California group consisted of a series of elaborate parties held in private homes and clubs. Planned tours of the city for the visitors were made during some of the daylight hours. The night of the première large crowds filled the streets around Loew's Grand Theater, where the long motion picture was presented to the public for the first time. Spotlights played over the theater front, which was realistically decorated to resemble the white, long-columned portico of an old Southern mansion. Even the windows of nearby office buildings and the surrounding roof-tops were filled to capacity by the time the visitors, Margaret Mitchell and most of Atlanta's other prominent citizens, many of them descendants of old Georgia families, arrived to be interviewed at the entrance. Later, the fortunate ticket holders entered the theater, located just a short distance from the site of the State Square park that served as an outdoor military hospital in 1864, and viewed the picturization of the famous novel. Readers of the book, in reviewing both versions, almost without exception agree that Hollywood has made an accurate and dramatic reproduction in filming *GONE WITH THE WIND*. For several years after the première, anniversary showings of the picture played to capacity audiences at Loew's Grand, followed by engagements in most of the city's neighborhood theaters.

Early in the forties when the nation was shocked into the realization that World War II had begun, the reservation at old Camp Gor-

don, abandoned for several years, was soon a swarm of bulldozers and construction crews. Simultaneously, a Naval Training Station for preliminary instruction of Naval and Marine Corps aviators, and a huge, multi-unit Army hospital, located on adjoining areas, were quickly erected on the World War I training grounds. During the same period, construction was rushed on a new 1,500 acre Quartermaster Supply Depot located near the opposite edge of Atlanta at Conley, Georgia. By this time all available manpower was pressed into service and 24 hour schedules were maintained on most projects. Fort McPherson was pressed into service as an induction center for the area and soon thousands of draftees, enlisted men and officers were being processed and trained for war.

Much of Atlanta's industry quickly converted to war production and the city's transportation facilities made it one of the important military centers to serve the Eastern seaboard. Hundreds of Federal agencies moved into the downtown office buildings to replace commercial tenants; communications, railways, power and labor forces were taxed to capacity to meet the urgent demand for their services. A flood of enlistments from the region provided a quick supply of military manpower and it was sometimes difficult to retain the necessary civilian working crews in the essential categories.

All through those war years, Atlanta fed, housed and entertained a growing, ever-moving population composed of the many diverse parts of a great military power. The Terminal and Union Stations, hotels, restaurants, bus terminal and airports constantly swarmed with military and naval personnel. Men and women in uniform from Fort Benning at Columbus, from Army air fields and camps in Georgia, and nearby station complements mingled with the ever-present troops en route to fill Atlanta almost around the clock. Holders of week-end passes, furloughs and leaves usually planned to spend the holiday in Atlanta; the town worked hard and found that it was big enough to absorb the great influx of visitors and still make the welcome genuine. Later in the war, civilians were given a chance to make more personal contributions. Bell Aircraft Company built a large B-29 plant at nearby Marietta and Georgians were quickly trained to assemble and test many of the huge 'planes that were so effective in hastening the end of the war in the Pacific.

Many service men and women from all parts of the country who became acquainted with the Southern way of life, after spending parts of the war years here, retained their enthusiasm for the area; today,

scores of them work in Atlanta's offices and factories, or conduct businesses of their own. And Atlanta is still very much a service man's town. Fort McPherson, a large separation center at the end of the war, now serves as a permanent post and is headquarters for the entire Third Army Area. The Atlanta Naval Air Station is maintained by regular Navy personnel, and Navy reserve fliers and crews use its 'planes and equipment every week-end as part of the peacetime preparedness program. Nearby Lawson Hospital remains active under the Veterans' Administration; an older and more familiar landmark, also part of the Veterans' Administration, is the "48" Hospital located near the Oglethorpe section of Peachtree Road. The huge supply depot and warehouse at Conley, Georgia still serves as a storehouse for several branches of the regular armed forces. Staffed by regular Army men, the depot also carries out a grim detail as distribution point for many of the returned war dead, before their reburial at towns in all parts of the Southeast.

Atlanta, for a large city, has had relatively few tragic fires. In the autumn of 1936 three persons perished in the flames of a burning studio building in the downtown area; less than two years later, 27 people lost their lives, when the old Terminal Hotel, opposite the Terminal Station on Spring Street, burned to the ground. The city's greatest postwar catastrophe occurred during the early morning hours of December 7, 1946. At 3:42 A.M. the Atlanta Fire Department was summoned by telephone to an urgent call of fire at the downtown Winecoff Hotel, located at the corner of Peachtree and Ellis Streets. In a few seconds three ladder and four pumper companies were on their way—the nearest companies being stationed less than two short blocks from the hotel—but when the equipment arrived at the base of the burning building, many fire-crazed tenants of the structure were already leaping from the upper stories to almost certain death on the sidewalks below.

The fire department labored heroically in fire fighting and rescue work, but the fire had gained such headway on their arrival that they were unable to prevent a tragic loss of life. The flames burned upward from floor to floor, feeding on the combustible interior finish of the corridors, and burning through wooden doors and transoms to individuals' rooms.

Located on a small corner lot, the Winecoff was built with only two elevators and a single stairway from the lobby to the fourteenth floor on the top of the hotel. The stairways lay close to the elevator shafts with branches leading to the left and right of the shafts to halls

on each floor. By the time fire had enveloped a portion of the pathway, there was no exit for the occupants—and rescuers had no way of passing the fire barrier.

The fire is supposed to have started on the third floor in the early morning hours. Various stories exist as to the cause and the exact point of origin and the complete details may never be known. While the flames were pouring from scores of charred window frames on several of the upper floors, the occupants of many rooms tied together bedsheets and strung them outside as an avenue of escape. A few lucky people were able to lower themselves by this means to the firemen's ladders, but most dangled helplessly until they fell to their death. Many parents of small children, crazed by the intense heat, leaned over windowsills to hold a child in the cooler outside air, only to release it when the fire became unbearable.

By daylight the toll was over 100 dead and scores were severely burned and injured, many critically. The final count is supposed to total 119 dead, with several survivors who were hospitalized many months following the catastrophe.

The entire nation was deeply shocked by the Winecoff Hotel fire and Atlanta's tragic misfortune has focused national attention on fire prevention activities. Following the fire, the Georgia State Legislature at its first session approved a new Building Safety Law and established a Building Safety Council to regulate its enforcement, the acts to be administered under the Insurance Commissioner of Georgia. The Atlanta Fire Code remains even more stringent than the state law and the city's chief of building inspection, O. Marvin Harper, is recognized nationally as one of the country's most conscientious exponents of fire safety and maintenance of structural standards in public buildings. In the months following the Winecoff fire, a systematic and thorough inspection of all buildings affected by the local codes was tabulated, recommendations were made, and most building owners cooperated in effecting construction changes without delay. The Georgia Building Safety Law was enacted promptly in order to provide a concrete method of enforcement, and future changes will probably be made in an attempt to approximate laws comparable with the national standards. Also, during the winter of 1948, expert Atlanta engineers began the preparation of an entirely new building code for the city.

Extensive industrial growth was a dominant factor in the city's immediate postwar period; 266 manufacturing plants and a corresponding number of branch offices of out-of-town concerns were established

in the area during 1946, which have since helped to add several million dollars to the city's payroll. Two important additions were the large Ford and General Motors automobile assembly plants now located at opposite ends of Metropolitan Atlanta. Similar postwar growth at Decatur and all of the municipalities surrounding Atlanta have swelled the population of Fulton, DeKalb and Cobb Counties into big city proportions, totaling an estimated 670,000 persons for the three counties in 1948. Strangely enough, Atlanta's corporate area at the same time comprised only 35.43 square miles, with an estimated population of 355,000 persons.

Most of the section's palatial homes, representing a great portion of Georgia's wealth, are located in the unincorporated area of Buckhead. Situated in the rolling, heavily wooded country north of Atlanta, Buckhead's population, for the most part, works in and commutes to and from Atlanta daily. An intensive campaign was begun by city leaders in 1947 to annex Buckhead as part of the corporate area. Opponents of the move quickly formed an opposing faction and all phases of the issue were debated by both sides, with public forums, speeches and radio broadcasts scheduled several weeks before the matter was decided. The actual vote count showed a convincing majority cast for the opposition and Atlanta's corporate boundaries remained unchanged for that time.

Atlanta works confidently toward a thriving future and many theories have been offered on its future rate of growth. One carefully considered opinion was advanced early in 1947 by Doctor Allen D. Albert, Jr., a nationally known authority on city planning and then Head of the Department of Sociology at Emory University: "Greater Atlanta has passed the half-million mark. She is rapidly on the way to making it a million. America's twenty-eighth city in 1940, so far as corporate Atlanta was concerned, metropolitan Atlanta is growing at a rate that very likely makes her standing today much higher."

"The city's opportunity began with her founding. Railroad men with the courage to strike out across country instead of joining port to port which was customary, provided Atlanta with the opportunity the years have exploited. Today, two revolutions in America's economy join in bringing nearer Atlanta's destiny as a great metropolis.

"The first of these revolutions is a transformation of the South's agriculture. While the country as a whole has had a gradual but continual mechanization of farm methods, the Southeast has lagged behind. Its chief crops, cotton, cane and tobacco, have hitherto not lent them-

selves to such methods. Today, while mechanized tobacco growing methods have not yet been developed, cane production is rapidly being mechanized and cotton is not far behind. Airplane spraying, flame-thrower and mechanical cotton picker are efficient and practicable.

“. . . Such technological advances will greatly improve agricultural efficiency, should tend to conserve natural resources and prevent what Ellis Arnall calls the ‘mining of the soil’ by those without the financial means to do otherwise, increase the standard of living, and pour wealth into the cities of Georgia. They will likewise tend to bring about technological unemployment at its worst. Farms provide both a way of life and employment for farm families. These many displaced families will join fugitives from the ‘dust bowl’ and eroded areas of the South itself in homeless seeking for work. Atlanta will offer itself as a haven for many of these. Fortunately the new, mass-production, industrial revolution which began with World War I and came to such spectacular fruition in World War II offers a possible solution to at least part of the problem.

“Atlanta is already feeling the full effect of this new development. From January to November of 1946—just ten months—170 new industrial establishments moved to Atlanta. Potentially, these plants will employ 14,453 workers, of whom almost 8,300 have already come. Such workers do not come alone; sooner or later their families will come, too. If we are to take only the census figures for number to the individual family dwelling—3.09—we shall have an addition to the city of 44,659 industrial workers and their families alone.

“But this is not all. That number of workers and their families will greatly tax existing services and facilities. They will require the services of something over 1,500 rendering personal service . . . All this adds up to what we may call ‘The Snowball of the City,’ because these required additional workers will need their proportion of new services likewise. It is an endless chain.

“. . . All this doesn’t take account of one of the most potent forces in city growth: the glamour of the great city . . . The recreation, stores, amusements, and music of great cities exert a powerful pressure. As with stars, cities exert an attraction in direct proportion to their size.

“Besides the advantage enjoyed by Atlanta as to population and income derived from the two revolutions, agricultural and industrial, another trend is added to make the city great, the tendency in this country to develop regional capitals. The greatest of these is, of course, New York but every region is in the process of developing its own and

Atlanta is rapidly becoming capital of the Southeast, as is Chicago in the Middlewest, Denver in the Mountain States, Dallas in the Southwest.

"This tendency is to be seen largely in the establishment of branch offices and in financial preeminence. The movement of such offices to Atlanta has been marked in the last few years. The city's central location and position as a rail and air hub contribute largely to this tendency. Financially, factors which contribute to Atlanta's leadership are the presence of a strong, progressive Federal Reserve Bank which has shown an extraordinary breadth of vision as to the South's future and problems; strong and broad-gauged local banks officered for years by men of vision, and a network of strong affiliates throughout the cities of the Southeast, cities which, themselves, are growing and developing at a rapid rate. Atlanta's welfare is, in fact, directly dependent upon the well-being, not only of its sister cities in Georgia but also in the whole of the Southeastern area. Atlanta will be a very great city but it will be a greater city still if the whole Southeast shall exploit its industrial and agricultural potentialities. Then, indeed, will there be abundant markets for Atlanta's manufactured goods, business for her banks, adequate supplies of raw materials, and mutually profitable commercial relations.

"All of this adds up to a tremendous rate of growth for Atlanta. . . . We have promise of a great city. . . ."

Government

The little, rough frontier town, composed of pioneers and railroad workers, was governed by no law other than the common law of the state for its first few years. When it was incorporated as Marthasville in 1843, five commissioners were appointed to administer civic affairs. The charter conferred full corporate jurisdiction on the commission, which was to be elected annually by the few qualified voters; but this body proved ineffectual because responsibility was divided and no means were provided for enforcing ordinances. There is no mention of a marshal at this time and the members probably drew straws periodically for the temporary duty of peace officer. Property owners also emphatically reminded the commissioners that they wanted no new taxes imposed.

In 1847, the City of Atlanta was incorporated under a document which, although called an incorporating act amendatory to that of 1843, was in effect a new charter and the town's government changed to the mayor and council type. From its inception until 1874, when a revised charter was adopted, the act of 1847 was greatly altered by the addition of 29 amendments, but Atlanta still operates under this same basic system of government today.

The mayor and council were given authority to pass ordinances within constitutional limitations, levy and collect taxes, and impose fines for violation of ordinances. They were also empowered to elect a clerk, treasurer, marshal and tax collector, and fix their duties and bonds. The mayor, with an annual salary of \$200, was given no strictly exclusive powers except the appointment of standing committees, which had no administrative authority and could only present recommendations to council. The mayor had the deciding vote in the event of a tie at council meetings, but no veto power; all the specific duties assigned to him could be performed by a councilman or group of councilmen in his absence.

Early judiciary functions were simple. As there was no charter provision for the trial of state offenses committed within the city, the mayor and council in their individual capacities were made ministerial officers of the state in so far as they were empowered to issue warrants against criminal offenders and imprison them in the town jail until they could be tried in a state court. The only city tribunal was the

mayor's court, which had jurisdiction over civic matters only. In 1856, a city court was established but it was abolished the following year; the mayor's court continued to function until 1871, when a recorder's court was established to handle violations of city ordinances and a city court was set up with jurisdiction over civil and misdemeanor cases.

The charter of 1847 recognized the need for a stricter enforcement of law and specifically provided that "The marshal shall have full power and authority to call to his aid any and all of the white male citizens of said city capable of bearing arms." Three years later this provision had to be invoked to quell a riot by a lawless gang that had threatened the peace of the community for several years. In 1852, a supplementary peace force, known as the patrol, was organized. The city was divided into three districts, and in each of these a patrol captain and three patrolmen appointed by the mayor and council operated in 330-day shifts, apparently without remuneration. In 1853, a night force consisting of a chief and two assistants was installed and equipped with "dark lantern and rabble," the rabble apparently being a kind of riot stick. Added to their other duties was that of a fire watchman, and they were instructed to give the alarm when a fire broke out by rushing to the nearest engine house and ringing the bell. Temporary additions to the force were made from time to time, but crime control in these early days depended largely upon the leading citizens who were deputized by the marshal when an emergency arose. In 1858, the police force was removed from the general supervision of the mayor and council and put under the direct administration of a police committee of council, a step that was to lead finally to the organization of a distinct police department.

A volunteer fire company was organized in 1854, and later other companies were incorporated, but they worked independently until 1860. At that time representatives of the various companies met and elected a chief and two assistants to co-ordinate and direct the work of the several companies. During the War Between the States the fire companies not only protected the city from the ravages of fire but also served as home militia companies, known as the fire brigade. So efficiently did the volunteer companies serve the city that it was not until 1882 that the charter was amended to provide for a paid fire department under the supervision of a board of firemasters.

Executive powers were broadened as the prosperous 1850's brought a firmer sense of financial security. An unwise provision of 1860 permitted the mayor and council to subscribe stock in private corporations

at their discretion and, confident of railroad development as a means of creating wealth, the city government subscribed \$600,000 to the capital stock of two railroads seeking to enter the city. At the same time most of a \$47,000 bond was outstanding. Then the orderly process of civic development was disrupted by war. When Atlanta was placed under martial law in 1862, the mayor was appointed civil governor of the city and the police force was organized into a military company. Heavy expenditures for defense and a greatly reduced tax income had already undermined the city's credit before the defeat of the Confederate States brought complete collapse to the treasury. The city was forced to borrow money where it could and, in desperation, even issued two-year scrip and bonds in order to meet current expenses, notwithstanding the highest tax rate (two per cent) in Atlanta's history.

By 1869, through the efforts of a wise finance committee, who assumed personal responsibility for losses, the city had partly recovered, but the rapid growth in population following the war made the need for improvements and the expansion of services urgent. This meant an increase from year to year in the bonded indebtedness and floating debt until they exceeded the limit imposed by state law. During the panic of 1873-75 the balance in the treasury was insufficient to meet the interest due on the city's debts, and more loans had to be negotiated. When the unsound character of such financing caused interest rates to reach a peak of eighteen per cent on small loans, civic leaders were finally stirred to action, which resulted in the adoption of a new charter.

The charter of 1874 embodied a much stronger definition of powers, although it preserved the fundamental structure of the city government. Probably the most important change was the reorganization of council itself into a bicameral body; in addition to the two councilmen elected from each of the city wards, three aldermen were elected from the city at large. The term of aldermanic service was fixed at three years, only one alderman being elected each year. The alderman serving his last year acted as mayor pro tem and as presiding officer of the general council. The bicameral council was created principally to safeguard the treasury by having the two bodies act as a check upon one another when voting upon ordinances concerning municipal finance. In all questions of increased indebtedness for the city or the expenditure of revenue, the two bodies acted separately; on all other resolutions or ordinances they acted together.

The new charter made the mayor a real factor in city government

by conferring on him the right of veto and revision. For the first time he was made responsible not only for the execution of all city laws but charged with the duty of revising such ordinances as authorized expenditure beyond a certain fixed amount and of auditing all accounts against the city before payment was made. In this prerogative the mayor's office became distinctly administrative, and the tendency in all subsequent legislation has been to broaden his responsibilities.

As the administration of the city's affairs became increasingly complicated, a board of water commissioners and a board of commissioners of police were established, vested with the supervisory powers later given to all city departments. This distribution of work through departments did not decentralize responsibility, however, for the mayor and council retained disciplinary control over all departmental personnel through the power of dismissal for cause.

The charter of 1874 imposed strict legal limitations on the expenditure of municipal funds and on incurring indebtedness. It prohibited the mayor and council from issuing bonds in any amount without first submitting the issue to a vote of the people, restricted all expenditures to the annual income, and permitted borrowing only to meet payments due on the floating debt. By careful management and a slight increase in the tax rate the city government was able to supply the funds needed for current expenses and at the same time reduce the floating debt. By 1877, the year that the new state constitution limited bond issues by municipalities to seven per cent of their taxable property, the city's credit had been restored and the interest rate on loans had dropped to seven per cent. Further efforts to assure the city's financial stability resulted in an amendment in 1879 to provide a sinking fund adequate to meet the interest on outstanding bonds and floating indebtedness. So far had public sentiment swung in the direction of retrenchment that in 1884 the charter was again amended to prohibit the mayor and council from contracting any loans, but the impracticability of this measure was soon apparent, and the amendment was repealed in 1887. While executive borrowing power was still limited by legal controls, it was made flexible enough to be adjusted to current tax values and civic emergencies. Two years later the office of comptroller was created to act as the city accounting department.

The Board of Commissioners of Police created by the new charter was composed of five men, none of whom was a member of council. Unlike the old police committee, which was supervisory, this body was

vested with full administrative power to direct and control the police department. All appointments to the force, including the chief of police, and all suspensions and removals were in its hands, and its decisions were final. Also conferred on the board was the power to summon witnesses and records and to punish for refusal to testify or produce records.

This system proved satisfactory, and under it many improvements were inaugurated despite the handicap of inadequate finances. Patrol wagons were introduced in 1886 and telephone service was installed in 1891. A strong effort to sever the department from politics was made in 1905 when the fixed term of police employment was abolished and a tenure system established. A pension system was adopted in 1910.

Revisions were made from time to time. In 1900, the mayor was made ex officio member of the police board, and in 1904 the chairman of the police committee of council was added, but the most extensive changes were made in 1913, when the name of the board was changed to the Board of Public Safety and the city fire department was also put under its direction. The chief of police was granted the privilege of nominating all his officers and men, subject to approval of the board, but this led to repeated charges of favoritism. Finally, in 1922, the Board of Public Safety was abolished, and authority was divided between the head of the department and the police committee of council.

The Criminal Court of Atlanta was created by the Georgia Legislature on September 6, 1891, and took over all the criminal work of the city court, leaving to the latter its civil jurisdiction. The judge was appointed by the governor until an amendment in 1898 made both the offices of judge and solicitor elective by the qualified voters. The territorial jurisdiction of this court was broadened in 1935, when it became the Criminal Court of Fulton County.

From 1874 until 1913, about sixty amendments were added to the charter of Atlanta. Although some of these amendments were discarded after they had served their purpose, enough were retained to make the charter such a patchwork that it was sometimes difficult to determine what the law actually was. In 1911 a new charter was proposed, providing for a commission type of government, but it was rejected by the voters as constituting too radical a change in the form of administration. The charter of 1913, really a sweeping revision of the old charter, made no striking departure from traditional form but introduced numerous specific changes.

The most fundamental change was a further decentralization of

administrative power through the creation of more city departments. Direct control over these departments was vested in charter boards, which were composed of one member from each city ward appointed by the mayor and general council. Each board appointed a chief over its department, who in turn nominated all subordinate officers and working forces, subject to the confirmation of the board. While the duties of these boards were regulated by ordinance and each was given full authority over its department, the final responsibility still rested with the mayor and council through appointive and supervisory powers. The mayor and chairman of the council committee corresponding to the department were ex officio members of the various boards and thereby remained in close contact with departmental activities. The determination of the electorate to keep control over the city's officials is indicated by the introduction of the initiative, referendum, and recall and the provision that such officials as the comptroller and the city attorney be elected by the people.

There was some reaction from departmentalization in the amendment of 1922 which abolished the boards of police, health, waterworks, and parks and transferred their authority to the committees of general council corresponding to these boards. On the whole, this change was not an improvement, especially in regard to the police department. There was a noticeable retrogression in police service, a trend that continued until late in the 1930's when decided improvements were made through the determined efforts of the administration.

Except for the early lamp-lighting days, Atlanta has never owned its lighting system, although it was a considerable stockholder in the first gas lighting company, which was organized in 1855. But since the days of the street wells as a source of water supply, the city has retained complete ownership of the water system. The present plant, valued at more than thirty million dollars, has an average daily pumpage of 50,000,000 gallons and more than 80,000 meter outlets. Its maximum daily capacity of 65,000,000 gallons is a supply sufficient to furnish a city much larger than Atlanta.

As the city expanded, new wards were added until the number reached thirteen in 1929, with two councilmen and one alderman for each ward. In 1935, however, the number of wards was reduced by law to six, and consequently only twelve councilmen and six aldermen now compose the general council. The mayor, who is elected for a term of four years, appoints from council the committees that supervise the business of the city government. This power of appointment and the veto

constitute the mayor's main source of influence despite the fact that he is nominally the chief executive and a voting member of all committees. Consequently, the committee system gives Atlanta a highly decentralized type of government.

The laws governing the city are set forth in a code which includes the charter and a large number of ordinances, as well as many statutes. A compilation of the code was made in 1924 and a supplement was published in 1936. Atlanta still derives its corporate powers from the charter of 1847, although the changes effected in 1874 and again in 1913 were so broad that the revised documents are referred to as new charters. In 1942, the Code of the City of Atlanta was thoroughly amended and supplements are published annually to keep the laws up to date.

An ordinance provides that the mayor shall appoint the standing committees of council and determine the membership of each, except for the finance, public works, electric lights and sewers groups, each ward to have representation on the committees. The mayor, with the comptroller, chairman of the finance committee of council, and two other members of the general council make up the budget commission. By an act of 1947, the mayor was given the power to appoint his executive secretary, private secretary and the deputy recorder. The board of councilmen and board of aldermen meet as one body, except on matters requiring separate action, such as sale of property, granting of franchises, particular expenditures of revenue and legislation increasing the indebtedness of the city. The aldermen and councilmen live in the wards they represent but are elected by a vote of the people.

The basic work of the general council is done in eighteen standing committees and two commissions: the budget commission and the planning commission. The city code lists 337 departments, some of which were established by the charter and others by ordinance to conform with the essential operations of the city government. As recently as 1938, several of the department heads were elected by the people but amendments to the code in recent years provide for the election of all these officers by the general council, except for the two recorders, who are still elected by popular vote.

All offenders against city ordinances are tried in recorder's court, formerly the mayor's court or city court; recorder's court consists of two divisions: division No. 1 tries all cases except those involving motor vehicles and traffic, which are tried in division No. 2.

Dr. T. H. Reed and published in 1938, presents a complete survey of the city's government and makes recommendations for changes, particularly with reference to centralizing authority and combining the functions of many city and county departments. The reactions of the citizens to these recommendations are somewhat divided, and few major changes have yet been made as a result of the report.

Even so, there have been several improvements in the structure of the government of Atlanta since the Reed Report. Although the council committees continue to be administrative as well as legislative bodies, the department heads have generally become the actual executive heads of their respective departments. All indications point to a reduction in the total number of departments and a recent decision merging the sanitary department with the health department is the first of such steps in this direction. In view of the great amount of routine business and minor matters handled by the members of the general council, there has been a tendency toward making the group exclusively a policy-making body, one that can concentrate its attention on solving the major problems of the city.

In 1947, Mayor William B. Hartsfield appointed a charter commission to sponsor legislation to bring about certain basic changes in the city charter. The proposed changes advocated giving the mayor power to appoint departments heads for an indefinite term, subject to confirmation by the council, along with the right to appoint the members of all boards, commissions, committees and the various city officers. The council was to be assigned to purely legislative functions and basic changes were to be made in civil service for the fire and police departments. Following several conferences and a thorough discussion by all of the groups affected, a decision was reached not to enact the proposed changes at that time.

Atlanta's city government in 1939 put into effect a civil service system for its employees, and since that time more than 5,000 persons have been chosen under the merit system for municipal employment. The system classifies jobs according to their respective duties and uses a pay plan based on the public value of the work, rather than on political considerations. Atlanta was the South's first large city to adopt civil service and more than 2,200 of the city's present employees are protected by it.

Fulton County inaugurated the county manager plan in 1947 when County Manager A. E. Fuller was appointed to coordinate the multiple functions of the county government. The arrangement provides for the

county manager to handle the administrative details of the five county commissioners, leaving that group to function primarily as policy-making officials. During the manager's first year in office, improvements in the budgetary system, uniform purchasing regulations, a strengthening in the civil service system, and a reorganization in the public works department were approved by the commission. The Atlanta League of Women Voters later stated in an editorial in its monthly publication: "The league is greatly encouraged by results of the manager system after its first year of trial in Fulton County." In January, 1949, the commission voted to return to its old system of committees and committee chairmanships. The county manager accepted the change in system and a spokesman for the commission stated that the various chairmen will act only as liaison agents between their various departments, usurping none of the manager's present authority.

For several years, recommendations have been made for combining all or parts of the county and city departments, to avoid duplication of services; but the two systems still exist as entirely separate governments, housed in Atlanta's modern City Hall and the neighboring Fulton County Courthouse.

Transportation

Atlanta, in the heart of Dixie, one of the nation's chief distributing centers and the crossroads for a vast network of railroad, highway and air facilities, had a humble beginning. Long before the territory was settled by white people, the ridge along which Atlanta's famed Peachtree Street now flows was already worn by an Indian trail leading to a trading post on the banks of the Chattahoochee River. Early in the 19th century, Methodist circuit riders blazed news trails through the area, and when new campgrounds dotted the section, the connecting trails were widened into wagon routes.

When the site was chosen as the southern terminus of a state railroad to be built through the mountains of north Georgia, lumberjacks, wood haulers and railroad workers flocked to the region by mule or ox-drawn wagons, on horseback or afoot, and a small trading center developed. Five roads, leading from Decatur, Marietta, McDonough, Whitehall Inn and The Standing Peachtree traversed the area and short branch roads ran from these to the junction. A stage coach made the trip every two days from Decatur to Marietta. Mrs. Willis Carlisle, who came to the terminus in 1841, has said that the town was then a veritable wilderness and that she and her husband followed strange paths in search of a house, only to find the trails winding up at a spring or an uninhabitable shack abandoned by railroad hands.

By 1842, the tracks of the Western & Atlantic Railroad were completed to Marietta and people were eager to see their first train, but the only engine available was in Madison, Georgia, 65 miles away, and there was no connecting track. Undaunted, the railroad engineers constructed a massive six-wheeled wagon to which were harnessed 16 mules. This unwieldy burden was pulled and pushed laboriously through uncleared paths all the way to Madison. Fights with farmers occurred on the way, for some people in the rural sections opposed the spread of railroads and did everything possible to obstruct the building of tracks. In Madison the engine and two little "passenger boxes" were hauled aboard the creaking vehicle and the return journey was begun. Families for miles around came in their wagons and accompanied the procession to the terminus where the entire population of the settlement, swelled by visitors from as far away as the north Georgia moun-

tains, had gathered for the occasion. When the locomotive was set upon the tracks it looked harmless enough and the people crowded close. An excursion to Marietta had been planned to celebrate the opening of the new state road, and those invited to make the trial trip formed an excited group as they waited for the train to pull away from the rough plank shed at the terminus.

After a successful run, the people in the vicinity of the terminus awaited with anticipation the completion of the state road and the extension of other railroads to connect with the Western & Atlantic tracks. On September 15, 1845, the first through train from Augusta pulled into Atlanta, as the town was now known, over the Georgia Railroad tracks, and the following year the Macon & Western's first train arrived from Monroe.

Despite its growing prominence as a railroad center, few seriously thought the settlement would ever be more than a mere wood station, and no consideration was given to community planning. True, property for a depot had been donated to the state railroad, and this plot, known as State Square, was the block bounded by the present Pryor, Decatur, and Alabama Streets and Central Avenue. Also, the adjacent lot to the west was given to the Macon & Western Railroad as a site for its depot. Landowners built wherever they desired and, as a result, the eroded scars that served as streets radiated from the State Square in haphazard fashion like the warped spokes of a wheel. In 1849, the road which led to Whitehall Inn near the junction of the Sandtown and Newnan roads (now Gordon and Lee Streets) was straightened and named Whitehall Street. Pryor Street was laid out in the same year and named in honor of Allen Pryor, the surveyor. Alabama Street at that time was little more than a red clay ditch. Business houses had concentrated along Whitehall, Alabama and Mitchell Streets, thoroughfares that were difficult of passage and dangerous, for newspapers of that period state that they were pitted by great holes, many of which were several feet deep.

The movement of wagons and carriages through the town was accomplished with great difficulty. Heavier vehicles constantly mired down and the trip to town necessitated walking most of the way. Drivers often had to pull their wagons up on the dirt sidewalks to avoid the deeper puddles of the streets, which usually left the sidewalks so rutted that they were hardly distinguishable from the streets. Even those who rode horseback found travel difficult, for their mounts often stumbled and threw the riders into the mud or red dust. Many storekeepers, as a service to their customers, laid boardwalks in front of their

shops. By the late 1850's several of the sidewalks nearest the railroads were so improved and a few of the streets had been surfaced with a double layer of crushed rock.

The roads leading into the town were difficult of passage, but, despite transportation obstacles, brisk trade was developing with the surrounding territory. Long wagon trains, heavily laden with produce and sometimes drawn by as many as six mules or oxen, pulled into Atlanta and struggled through the quagmires to the market place on Marietta Street. In 1856, the city purchased 3,000 shares of stock in a company organized to build a bridge over the Chattahoochee River, thus stimulating trade with Cobb County.

A year later connecting lines of the Western & Atlantic Railroad were completed to Memphis on the northwest and to Charleston on the east. A group of Atlanta citizens joined the mayor of Memphis and his party when they passed through the city on their way to Charleston to mingle the waters of the Mississippi with those of the Atlantic Ocean. At the commemorative banquet held in Charleston the group from Atlanta was toasted as coming from "The Gate City," a phrase which immediately became popular and did much in those early days to advertise Atlanta as a distribution point for the South.

At the outbreak of the War Between the States, Atlanta was the most important railway center in the South, with four major railroads radiating from the city. The Federal forces, realizing that the capture of Atlanta would seriously cripple the entire Confederacy, made it a goal for their drives. Their aims were achieved in 1864 when General Sherman left the city a shambles before marching to the sea.

Returning families could bring few household furnishings over the virtually impassable roads, which had been rutted by the passage of heavy gun carriages and blasted by shell. Most bridges being destroyed, it was necessary to wade creeks or unharness the horses and walk them across the few remaining bridges. The wagons were then pulled and pushed across the flimsy structures. Conditions were even worse inside the city, where the wreckage of buildings littered the streets. One member of the family usually ran ahead of the returning wagon, searching for a passage through the debris. One man, O. H. Jones, established livery stables near the City Hall and did a thriving business. With his stock of powerful stallions he helped to move the belongings of many families. To the public he rented "rockaways," a type of carriage very popular because its lightness and high narrow wheels enabled it to move easily through the muddy streets.

Even several years after the close of the war little had been done toward repairing the highways and streets. Miss Sarah Huff tells in her memoirs of the difficulties travelers experienced in approaching the city over the Marietta Road. One ingenious vehicle, known as the slide, came into usage about this time. It was very much like a sled, with side runners connected by crosspieces. Occasionally the runners were fashioned out of discarded railroad rails. Pulled by a horse, these sleds negotiated the muddy roads with greater ease than wagons.

The opposing armies had cleared many paths through the wooded areas surrounding Atlanta and, through constant usage, these paths became roads. One of the most important was the line of General Joseph E. Johnston's retreat. In 1866, when Atlanta's cattle and mule market had its beginning, cattle were driven afoot from Tennessee and the north Georgia hills along this line. The route today is virtually the same as that followed by US 41.

In 1871, the officials of the five railroads running into the city jointly rebuilt the Union Station on State Square. But the city was growing in all directions and its increase in size made necessary some means of city transportation. Accordingly, the Atlanta Street Railway Company, incorporated in 1866, built the first line in the city extending from the railroad crossing on Whitehall Street to suburban West End. The early cars, mounted on cast iron tracks and pulled by two mules, somewhat resembled the comic strip "Toonerville Trolley." Horsecars immediately proved profitable and lines were added on Marietta Street and on Decatur Street to Oakland Cemetery. A Peachtree Street line was started to Ponce de Leon Circle and later extended to Ponce de Leon Springs where the Sears-Roebuck regional warehouse and retail store is now located. By 1882, two new companies, the Gate City Railway and the Metropolitan Street Railway, were organized and other new lines were added to the network of rails now branching from Five Points.

Two innovations in street transit were later introduced by newly formed companies. Aaron Haas began the operation of steam cars, popularly known as "dummies" because the steam engines were hidden in the ordinary street car superstructure. Some south side lines were leased from the Metropolitan Street Railway Company and the steam cars, actually small trains, began operating over these routes. The citizens of Atlanta considered these steam cars not only practical conveyances but entertainment vehicles, and a "ride on the dummies" became a popular pastime.

A few months after the introduction of the steam cars, Joel Hurt

began operating the first electric cars out Edgewood Avenue to Inman Park. In the same year the famed "nine-mile circle" was established, an electric line running from Peachtree out Houston and Hilliard Streets to Highland and Virginia Avenues, and back to town over Boulevard. This new means of transportation attracted a lot of customers and a ride over the nine-mile circle was regarded as prime entertainment. Several noted citizens, such as Joel Chandler Harris, Frank L. Stanton, Jonathan Norcross and George W. Adair, had their favorite places in the streetcars, and riders who boarded the cars at points up the line tacitly understood that these seats were not to be taken or were to be relinquished if these gentlemen boarded the cars at their accustomed stops.

The decade of the nineties brought more expansion in transportation facilities. A number of new street railway systems were begun and most of them prospered or were forced to consolidate. The paving of Atlanta's streets had kept pace in most instances with the extension of streetcar lines. Crushed rock, Belgian blocks and cobblestones were popular surfaces and sidewalks were laid with bricks in herringbone fashion. The Forsyth Street viaduct was begun in '91, followed by a rapid succession of underpasses, viaducts and eight bridges. Several new railroads came to Atlanta and the city became general headquarters for a number of terminal companies. Early in the decade the Southern Railway System had absorbed many of the smaller companies. By the turn of the century, 44 railway systems maintained offices in Atlanta and more than one third of all the freight entering the state was unloaded in the city. The Terminal Station was erected in 1904 to accommodate the trains of six large railroads.

During this decade, ten more grade separation projects were completed and the city had 84 miles of paved streets and 268 miles of brick sidewalks. In 1902, all street railways were consolidated under the name of the Georgia Railway & Electric Company. Six years later this organization took over the Georgia Power Company, which had been formed in 1906, and became the nucleus of the present company.

Despite this bustling expansion, the era was not without its elegance. In his book *CHIP OFF MY SHOULDER*, Thomas Stokes describes the flow of traffic past his West End home in the early 1900's. "There was constant activity. The streetcars lumbered along the incline past the house every few minutes and against the Belgian block pavement the horses beat their tattoo, now slow and regular as they pulled a heavy wagon up the incline . . . now gay and ecstatic . . . as blooded steeds

proudly drew fine equipages, linked two and two. The coachman sat stiff and erect. The plumes of the women waved a feathery trail behind. It was a splendid sight."

The invention of the automobile produced a different form of activity and the period of elegant leisure was doomed to suffer extinction. J. W. Alexander purchased in 1897 the first "horseless carriage" to appear on Atlanta's streets. Shortly after the turn of the century, the automobile, while by no means commonplace, had ceased to be a sensation and one type of motive power followed another in quick succession; in a few years, vehicles powered by steam, electricity or gasoline helped to disturb the tranquility of Atlanta's pedestrians. When it became evident that the automobile was assured a bright future, Atlanta's variety of street pavings gave way to the smoother and more durable asphalt. This repaving, at first a slow process, was hastened and made commercially important by the Florida boom of the 1920's. At that time the state constructed many new highways through Georgia, and Atlanta financed the paving of several thoroughfares through the city to attract the growing number of tourists traveling to and from Florida.

During this period another medium of transportation arose to compete with the street railway system. Roaming the streets of Atlanta was a noisy fleet of early model "jitneys" overloaded with commuters who were willing to endure a great amount of discomfort to take advantage of the five cent fare. At one time these gasoline powered menaces reached a peak of 363 cars. In 1924, they were abolished by a city law which declared them to be an unsafe and unfair means of competition. This left an unrivaled field for the Georgia Power Company, which has served Atlanta faithfully in providing the best possible street transportation facilities, despite an irregular network of narrow downtown avenues and a winding maze of arterial streets branching out into a metropolitan area of more than 200 square miles.

As Atlanta's population grew, additional transportation facilities were needed to move the growing crowds which moved in and out of the downtown areas daily. Streetcars provided the chief means of travel but in 1937 the Georgia Power Company announced an \$8,000,000 program of expansion for its transportation division and 1940 saw the installation of the first trackless trolley in Atlanta. In that same year, a total of almost 80,000,000 passengers was recorded. World War II activities in and around the city, and many new postwar industries contributed to Atlanta's permanent growth; by 1948 the passenger

total rose to well above the 150,000,000 mark. The expansion program schedule called for its completion early in 1949, pressing into service more than 570 trackless trolleys and gasoline buses, thus eliminating the famous five cent streetcar ride to Decatur and ending a noisy era in Atlanta.

To provide a supplementary service in many of the suburban residential areas, the Suburban Coach Company operates 45 buses over eight routes and carries 4,000,000 passengers per year over 124 route miles. Interstate bus lines, which started running into Atlanta late in the 1920's and were considered only supplementary to train service, are now a major factor of travel. In fifteen years the bus traffic outgrew three depots, and a fourth station, one of the largest in the South, was opened in 1940. This depot serves more than 280 scheduled buses moving in and out of Atlanta daily. In addition to a number of contract haulers and unscheduled trucks, over 80 regulated fixed route highway freight lines serve the city every day.

Atlanta is one of the real railroad capitals of the nation. For more than a century, the railroads have contributed much to the commercial growth and prosperity of Atlanta and Georgia. Each day an average of 108 passenger trains and 164 freight trains move in and out of the area; eight major railway systems, maintaining fifteen main lines, furnish direct employment for almost ten per cent of the families in the growing metropolis that was originally staked out as the best location for a railroad terminus. Atlanta's two stations, the Terminal and the Union, were taxed to capacity during the war years; recent improvements include the addition of an escalator at the Union Station and a complete renovation for the interior of the Terminal Station.

Seasoned air travelers know Atlanta as one of the chief crossroads of the nation's air routes and its geographic location has helped to establish it as an important rail and air center. As early as 1910, barnstorming aerial expositions thrilled air minded crowds; soon, as interest in aviation increased, several Atlanta fliers purchased private 'planes and urged the establishment of a graded landing field. In 1925, the city leased the Candler race track near Hapeville and converted it into an airport. Four years later the land was purchased by the city and one of Atlanta's fastest growing industries was born.

Through the years commercial airline installations prompted the quick growth of the municipal airport. Facilities for military aircraft were built as an Army Air Base in 1929 and constantly expanded until their removal to the Marietta Air Base in 1947. Atlanta was one of

the nation's important stopover points for thousands of Army and Navy fliers during the recent war.

The huge, new passenger terminal opened in 1948 at the Atlanta Municipal Airport, costing only \$270,000 and built almost entirely of war surplus material, is one of the most economical and modern developments of its kind in the country. During some months of the year, the airport is the busiest in the nation for all types of operation. More than a half-million airline passengers travel in and out of the terminal every year, utilizing the ten major air transport routes that radiate from Atlanta. An average of about 8,000 shipments of air express are dispatched through Atlanta monthly and increases are recorded almost every month; an airmail volume amounting to 1,802,862 pounds was handled during 1947, eighth among United States cities.

Other local airports are Rickenbacker Field at Marietta, Lakewood Airport, Bellah Field and the Atlanta Naval Air Station in the Chamblee area. Parkaire Field, the newest of Atlanta's airports, located midway between the Naval Air Station and the Marietta Air Base, is maintained to offer complete landing, storage and mechanical service to fliers operating privately owned aircraft.

Atlanta is one of the giants among America's transportation centers, and this highly developed combination of air, rail and highway facilities terminating in a city noted for its picturesque, rolling terrain has contributed much to creating a seemingly unsolvable traffic problem on her city streets. The whole metropolitan area serves to channel this vast network of transportation arteries. Much of the goods brought by railroad are trucked over the city streets; bus, airplane and railroad passengers use the local streets to arrive at their immediate destinations; and many thousands of people travel to and from the downtown area to work or to shop. All of this is climaxed in a twice daily rush hour tangle comprising passenger automobiles, public transportation vehicles, trucks and wary pedestrians.

While the problem became increasingly acute, especially on Atlanta's narrow, irregular downtown streets, the city planners envisioned a comprehensive highway and transportation project necessary to regulate the increasing stream of traffic pouring through Atlanta daily. After a series of conferences with local, state and federal officials, H. W. Lochner and Company of Chicago was commissioned in 1944 to make a complete survey of all phases of local transportation, to culminate in a detailed report covering recommendations for a major street system to take care of present and future needs. The report was submitted for

approval in January, 1946, and is now known locally to traffic-conscious Atlanta as the "Lochner Plan."

The major recommendations included plans for a system of expressways throughout metropolitan Atlanta to carry all types of highway traffic, along with an extensive schedule of progressive steps for changes and improvements in the present street system. A proposed interstate highway network, radiating from Atlanta, would direct arteries toward Chattanooga, Birmingham, Macon, Montgomery and Spartanburg, with the addition of a recommended sixth route to Augusta. State Highway Department data were studied exhaustively, and home interview and downtown automobile parking surveys were made. The complete plan was submitted on a long range basis deemed adequate to handle traffic volumes for an expected population of 750,000 persons in Atlanta's metropolitan area by the year 1970.

The plan specified that most of the expressways be constructed below surface grade, for the sake of economy; two traffic lanes would face in each direction, divided by a broad center mall, with space for a third lane to be built later, where heavy traffic indicated a need for it. Preliminary designs and locations were submitted. Downtown connectors would extend around the east, south and north sides of the business districts. From this connector, routes would extend to the south, east and west; to the north, with a branch to the northeast—all connecting with the interstate highways of the Federal system. At the time the plan was submitted, the total cost of the proposed system was estimated at approximately \$48,000,000.

For the improvement of existing facilities, a network of streets was selected for separation of grades, widening, elimination of jogs and preferential treatment in traffic control to create an arterial street system. The elimination of several railroad grade crossings and a planned one-way street system for the central business district comprised the remainder of the suggested improvements. A total less than \$13,000,000 was the estimated cost of the street improvement program at the time it was presented.

Other recommendations listed in the "Lochner Plan" include the elimination of all curb parking in the downtown area as soon as off-street facilities could be provided; additions to the transit system by adding a belt line of routes around the central business district to integrate the various radial routes; the erection of a modern terminal for bus passengers near the heart of the business district; and preliminary

plans for the erection of a single union passenger station to supersede the two railroad stations now located in the downtown area.

The first two major street improvement projects were completed by 1948, and in September of the same year, contracts were let for the construction of 1.297 miles of the north-south expressways. The multi-lane road begins near Merritts Avenue, between Williams and Spring Streets, and extends north to Sixteenth Street. The contract calls for its completion in the autumn of 1949. At the same time, a constant program of resurfacing the main traffic arteries in all parts of the metropolitan area is being maintained, along with the installation of a modern, synchronized traffic light system, all aimed toward making the best possible use of existing facilities, until the expressway system becomes a reality.

transportation difficulties, and the condition was not improved until many years later. Even so, new banks were organized, and factories making farm implements and construction materials were built. Luxury industries established during the fifties included those for the manufacture of cigars, soda waters, candies and cakes.

The town continued to grow and so great was the city's progress that the outbreak of the War Between the States did not immediately slow its momentum. Many established factories secured contracts with the Confederate Government for the manufacture of ordnance supplies, and new plants were built for the purpose. Shifts worked day and night turning out tents, pistols, swords, harness, saddles and shoes. Rolling mills were quickly built for the manufacture of heavy guns, cannon, steel rails and railway car equipment. Goods brought through the Union blockade were sold in Atlanta stores, and the city was crowded by foreigners who came to offer their technical advice on the manufacture of military equipment. In 1862, the city became the South's largest army supply base and, because of its increasing military importance, was placed under martial law. As the war advanced, wealthy plantation owners of the vicinity, feeling that the city offered more security, brought their families to Atlanta and established residence. Business boomed, and the pinch of war was beginning to be felt in the rise of commodity prices. In 1864, when General Sherman captured the town and razed it by fire before beginning his march to the sea, all but 400 of Atlanta's 3,800 houses and commercial buildings were destroyed.

Reconstruction was rapid. Temporary shelters were quickly erected to store the goods which canny merchants were collecting, and as soon as the less damaged buildings were repaired, a business on a small scale began. Federal soldiers and carpetbaggers jammed the streets, and many new names appeared on Atlanta storefronts. The rebuilding of old railroad lines and the beginning of new ones hastened the city's resumption of its commercial leadership. The decade of the seventies was one of great expansion and Northern money poured into town; banks were reopened, and as an indication of the growing size of the town, the horsecars of the first street railway made their appearance. A score of trains sped to and from Atlanta daily, bringing in raw materials and taking out finished products.

The decade of the eighties was notable for the International Cotton Exposition which was held in 1881, calling the nation's attention to Atlanta's prestige in Southern commerce and industry. Scores of huge buildings were constructed and thousands of exhibits were displayed.

The exposition afforded the city great publicity and attracted from other sections of the country much money which was immediately invested in Atlanta enterprises. One direct result of the exposition was the establishment of the Exposition Cotton Mills in 1882. The main building of the exposition was converted into a factory which employed five hundred workers operating thirty thousand spindles and seven hundred and fifty looms.

During this period and until the turn of the century, Atlanta's industries very nearly eclipsed its importance as a commercial center. The development of steam power brought about a great urbanization of industry. The building of factories near waterways was no longer necessary; it was sufficient that they be located near railroads making available a large coal supply and affording easy distribution of products. Atlanta exactly filled these requirements, with the result that during the decade about twenty new factories were built for the manufacture of farm implements, cottonseed oil products, construction materials, textiles, furniture, glass, pianos and all sorts of machinery. Also during the eighties, Atlanta's livestock market, which had its beginnings before the war, expanded to become the greatest mule market in the nation. This was the era of patent medicines, and several companies began the manufacture of these bottled panaceas in Atlanta.

The outstanding event of the nineties was the Cotton States and International Exposition of 1895. This display surpassed even the former exposition of 1881 and again served to advertise to the world that, although it was an inland city, Atlanta was one of the nation's pivotal transportation centers. The response was immediate; national manufacturing and financial corporations established branch offices in the city, and it was during this decade that Atlanta's first skyscrapers were erected.

At the start of the new century the development of long distance transmission of electric power drew industries away from urban areas. Consequently, during the first decade of the 1900's there was a lessening of the number of factories established in the Atlanta area. But what the city lost in manufactures was more than compensated for by the concentration of branch offices of national concerns. Virtually all South-eastern sales of nationally distributed goods were made through Atlanta district offices, resulting in a great increase in the city's bank clearings, postal receipts and freight handlings. Almost all of the present railroads had been established, and Atlanta became nationally recognized as the commercial and financial headquarters of the Southeast.

During the decade of 1910 Atlanta became increasingly conscious of its metropolitan potentialities, and many factors combined to bring them to realization. Building had lagged considerably behind population and it became necessary to erect new residences and business blocks. The Healey, Hurt and Transportation (now Western Union) Buildings, three of the city's first modern office structures, were built. Two large department stores were constructed, and among the new hotels were the Ansley, Winecoff, Cecil (now the Atlantan) and the Imperial. Automobile assembly plants of the Hanson and Ford Motors Companies were located in the city and Atlanta's financial leadership was assured when the bank of the Sixth Federal Reserve District was established.

A devastating fire in 1917 destroyed more than sixty city blocks with a property loss of \$5,000,000. This created a serious housing problem as the country had by then entered the World War and all available labor in the city was employed in building barracks at Fort McPherson and Camp Gordon. The burned areas were not rebuilt for several years. The military cantonments were constantly enlarged and many local industries received large war orders.

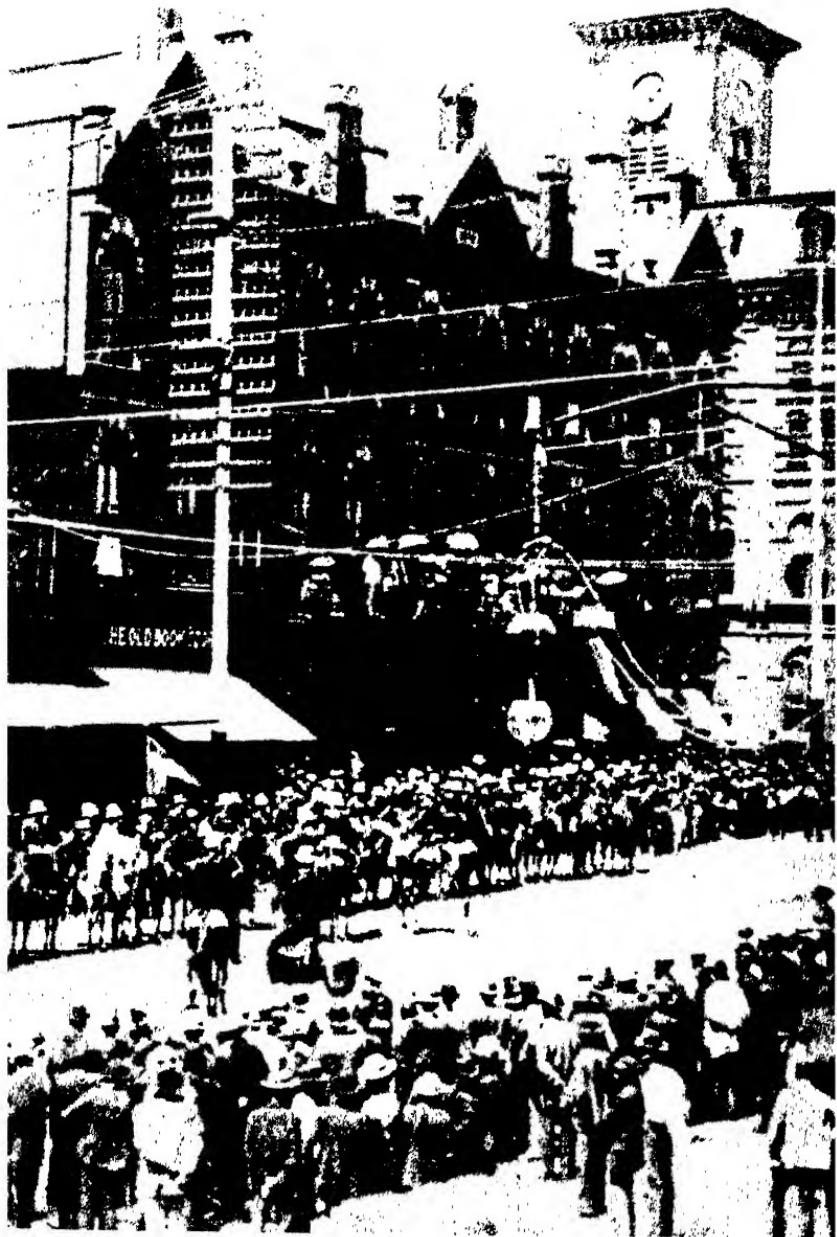
The period of lavish spending created by the war carried the city on a wave of prosperity well into the twenties. Civic leaders began publicity drives and these efforts reached a climax in the middle of the decade when the city experienced its greatest expansion in the growth of office buildings, banks, stores, real estate developments, street mileage and population. This expansion was largely due to the activity of the Forward Atlanta Commission, organized by the Chamber of Commerce. During the four year period ending in 1929, the commission spent approximately \$1,000,000 advertising Atlanta on a nationwide scale. Full page advertisements were bought in leading trade and commercial magazines and papers, and thousands of pamphlets were sent to industrial leaders in all states. The effects of the program are still operative, but an immediate result was the establishment of many new concerns in the Atlanta area. It was also during this decade that many large Atlanta business houses became affiliated with Northern concerns and, through mergers, numbers of chain stores began to appear in the city.

Atlanta experienced its share of business depression that spread over the entire country during the early thirties. Many small specialty concerns opened, hoping to succeed where the more conservative general firms had failed, and several businesses survived the trying years by merging with other organizations. It was a puzzling and discouraging



Forsyth Street Atlanta in 1882

Courtesy Atlanta Chamber of Commerce



Marietta & Forsyth Streets, old State Capitol in background. Parade during inauguration of Gov. Alexander H. Stephens in 1888

Courtesy Atlanta Chamber of Commerce

period; private enterprise experimented endlessly and with the instigation of various Federal Government emergency bureaus, buying power increased and business slowly revived. Extensive slum clearance projects were financed and many public improvements were made with Federal funds in Atlanta. By the end of the decade a fair amount of business stability was evident and private concerns again were willing to invest large sums in the expansion of buildings and production.

Atlanta launched one of her most prized possessions from a small house on Marietta Street during the ante-bellum period and saw it develop, in a few short generations, into a world famous beverage known to millions of people on every continent by its familiar trademark. Coca-Cola, probably the world's best known commercial product, was conceived in 1886 by a Confederate Army veteran, John S. Pemberton, a wholesale druggist and experimental chemist. Known to his business friends as "Doctor," and to his ex-army associates as "Major," Pemberton was a graduate pharmacist and spent most of his time mixing the medicines popular at that time and experimenting with a variety of chemical formulas. His own small house served as a laboratory and the only equipment available consisted of crude household implements; but his patience through the years finally rewarded him. One particular experiment, following much mixing and testing of a great number of ingredients, resulted in a syrup that produced the unique flavor that he was seeking.

Pemberton took a jug filled with the syrup to Dr. Joseph Jacob's Drug Store at "Five Points." Willis Venable, operator of the store's soda fountain, agreed to a test for the beverage by offering it to his customers. A friend and business associate of Pemberton, F. M. Robinson, upon learning that the drink's taste came partly from cocoa leaves and cola nuts, wrote out the name "Coca-Cola" in flowing script, and the famous name was born. The new drink enjoyed no immediate popularity and only 25 gallons were sold the first year. The second year's sales reached about 1,000 gallons; but at that time Pemberton's health failed and financial difficulties forced him to sell two-thirds of his interest in the formula for \$1,200. A few months later he sold the remaining one third interest for \$550. Today, the dividends on that original one-third interest would amount to many millions of dollars.

The man who acquired the formula rights was Asa Candler, a 37-year-old druggist with a genius for merchandising, and he changed Coca-Cola from a local curiosity to a great business by an intense national advertising campaign. He introduced many innovations new to

the advertising world; the name he immortalized was printed on every conceivable article that could be distributed inexpensively to potential customers; wall space was rented and painted in the now famous, distinctive red color; baseball parks were adorned with glasses thirty feet high, and thousands of tickets for free drinks were given away. In 1892, he incorporated the business as the Coca-Cola Company, and registered the trademark the next year.

Coca-Cola was first bottled in 1894 by a man in Vicksburg. Five years later, two men from Chattanooga came to Atlanta and, without cost to anyone, obtained the perpetual bottling rights for the entire United States. That transaction has since proved to be worth a multitude of private fortunes. In 1900, only one in 100 drinks was served in bottles; at present the ratio is about 80 to 20, in favor of the bottles. The six ounce container, probably the world's best known package, was designed in 1915 to resemble the hobble skirt popular then. Today there are over 1,050 bottling plants in the nation and over 400 plants outside the United States, Canada and Cuba, very few of them owned by the parent company.

Candler eventually sold his entire interest in 1919 for \$25,000,000 to a group of business men headed by Ernest Woodruff. The firm was re-incorporated, the capital stock was increased and put on public sale; today the company is owned by thousands of stockholders all over the world. The president of the firm is now Robert W. Woodruff, who was appointed to the post in 1923.

During World War II over five billion drinks of Coca-Cola were distributed to the armed forces all over the world. At present, the only large geographical area not listed as a customer is Soviet Russia. Probably only about seven persons have known the formula. The ingredients are supposed to be one half water, less than one half sugar, plus caramel, phosphoric acid, vanilla, a little caffeine, an extract from cocoa leaves and cola nuts, along with a secret formula. The two men who know the formula retain no written record and supervise the mixing of it when the supply is renewed periodically. In case both of the men should perish unexpectedly, a handwritten tabulation of the formula is deposited in a bank vault.

One success story that rests partly on the fame of Coca-Cola concerns a familiar and growing landmark on North Avenue at the edge of the Georgia Tech campus. Frank Gordy, a Tech student in 1928, felt that an establishment should be created near the school where students could obtain fresh, hot food at a low price. He leased a small

shop near the corner of Spring Street and North Avenue and named it The Varsity; the first day's receipts amounted to about \$35. A steadily increasing volume of business forced him to build larger quarters and an adjoining space was provided for customers traveling by automobile, to be served by curb boys. Today, this space is completely covered by concrete and now approximates in size the area of nearby Grant Field, home of the Tech football team. The Varsity serves more than 10,000 persons daily and a popular item of food is the million and a half hot dogs consumed annually by its customers.

Gordy is still the sole owner of The Varsity, now the world's largest drive-in restaurant, and the annual receipts amount to more than one million dollars. The location is reputed to be the world's largest retail outlet for bottled Coca-Cola served from one establishment. Gordy also owns and maintains a smaller edition of The Varsity, located near the campus of the University of Georgia at Athens.

Davison-Paxon Company and Rich's, Inc., two institutions that have grown and prospered through the years with Atlanta, are the large department stores located at opposite ends of the downtown shopping district. The total volume of business for Rich's, and Davison's Georgia installation combined amounted to more than \$80,000,000 during the calendar year of 1948; at the same time, each was undergoing a building program of expansion and modernization for a total estimated cost of more than eleven million dollars.

In 1867, Morris Rich opened the first store to bear his name, a rough-hewn lumber building on Whitehall Street. The business prospered and two brothers, Emanuel and Daniel Rich, joined the growing staff. Rich's moved to successively larger quarters in 1872 and 1880; immediately following World War I, property was purchased at the corner of Alabama and Broad Streets and, in 1924, the present main store was completed at that location. Walter Rich served as president from 1926 until his death in 1947. Heading Rich's today is Frank H. Neely, who coordinates the efforts of the store's more than 3,800 employees. A \$7,000,000 building expansion program was started in 1942 and six years later the construction was completed, bringing the total selling and service space to 1,168,000 square feet. Part of the new portion is located on a block adjoining the main store and is called the Store for Homes. This section is connected with the Main Store by a glass-enclosed bridge, thirty-two feet wide, spanning Forsyth Street at five different levels.

The Davison-Paxon Company building at Peachtree and Ellis

Streets was erected during the early twenties. The store, first known as Davison-Paxon-Stokes and located at 91 Whitehall Street, was purchased by R. H. Macy and Company of New York as a subsidiary in 1925 and moved to its present location following its purchase. Davison's grew with Atlanta and early in the postwar period president Charles H. Jagels announced a \$4,000,000 expansion project to add 160,000 square feet of space to the present building. The adjoining Capitol Theater was purchased and remodeled to provide a separate entrance; the new addition was erected to contain five levels at the rear of the main building, with an additional entrance on Carnegie Way. The building plans include provisions for the erection of five extra stories above the new unit and two stories above the main building as soon as the future need for them arises. The Davison-Paxon store in Atlanta serves as the parent concern for other Southern branches located in Augusta, Macon, Sea Island in Georgia and Columbia, South Carolina. A new unit is being constructed at Columbus, Georgia. The formal opening of Davison's complete, new Atlanta installation was scheduled for the autumn of 1949.

Atlanta is blessed with a great variety of modern stores offering merchandise in every price range. Persons from every section of North and Central Georgia migrate periodically to the Capital City to shop, and net retail sales in 1947 soared to a new high of more than \$504,000,000. One important outlet not in the downtown section is the huge Sears-Roebuck Southeastern warehouse and retail store located on Ponce de Leon Avenue. A large modernization program was completed there in 1948 and several acres of concrete covered space have been provided at two sides of the main building for customer parking. This same space is frequently utilized by baseball fans who attend the evening home games at the Atlanta Crackers' baseball park located across the street from the store. The newest of the city's department stores is the Atlanta branch of Franklin Simon, housed in a modern, four-story structure at the corner of Peachtree Street and Ponce de Leon Avenue. Erected in 1948 and opened in November of the same year, the building represents an investment of more than two million dollars and is one of seven maintained by the firm.

One stable segment of Atlanta's business is its apparel distributing and manufacturing industry, regularly patronized by an estimated 10,000 merchants from the Southeastern region, spending more than \$30,000,000 annually. A great variety of available commodities eliminates the necessity of purchasing goods in the Eastern markets and

Atlanta's central location guarantees quick delivery to every section in the region. One by-product of the textile industry is textile waste and Atlanta is recognized as the world headquarters for that profitable item. Every pound of cotton processed through a mill averages about 17 per cent waste; and none of it is wasted. Manufacturers needing this grade of cotton, rayon or wool have found an endless variety of uses for it and Atlanta dealers supply about 40 per cent of this material because of their proximity to the Southern textile mills.

When the national defense agencies began to operate in 1940, local commerce and industry was given a noticeable boost after several large orders were placed with Atlanta firms. At the site of Camp Gordon, World War I cantonment, the Army constructed Lawson General Hospital and the Navy erected the Atlanta Naval Air Station as a training base for Navy and Marine Corps fliers. The following year the Army purchased 1,500 acres of land, nine miles southeast of Atlanta on Georgia Route 42, and erected several large concrete warehouses. Known as the Atlanta General Depot, the huge storehouse served to distribute supplies to almost all branches of the Army in the South-eastern United States. Lawson is now maintained as a Veterans' Administration Hospital and the Air Station and Depot have been retained as permanent, peacetime naval and military installations.

During World War II, more than one hundred Atlanta firms allotted their entire production to direct war contracts and the region quickly furnished a trained labor force, both male and female, through the emergency program. Bell Aircraft Corporation chose the Atlanta area as the location for one of its factories, and a "bomber plant" was soon erected at the edge of nearby Marietta on a space comprising 3,200 acres. Before peace was declared in the Pacific, a total of 700 of the B-29s that were directed toward Japan were built and tested by the Georgia crews, most of whom commuted to and from Atlanta daily. Portions of the plant are now used as storage space for vital machine tools in permanent storage, available for immediate use in the event of any emergency; other sections of the huge, sprawling plant are occupied by local industry.

Near the end of the war, the Committee for Economic Development surveyed the Atlanta metropolitan area in preparation for a report on the expected construction totals to be reached during the postwar period from 1945 to 1950. The survey was completed in September, 1945, after all factors of government, commerce, housing needs, communications, utilities and the potential expenditures connected with them were

considered carefully. The survey showed that an estimated total of more than \$393,500,000 worth of construction would probably take place in the area by the end of the decade. The actual records are encouraging. The 266 manufacturing plants established in 1946 are providing employment for approximately 14,000 people and distribute an annual payroll in excess of \$28,000,000. The pace is continuing and by 1948 there were more than 3,200 branch offices of concerns from all parts of the nation, and approximately 1,500 factories in the Atlanta area.

Part of the city's postwar industrial endeavors are concerned with the two new automobile assembly plants located at opposite ends of the metropolitan boundaries. The General Motors plant for the assembly of Buicks, Oldsmobiles and Pontiacs occupies a 386 acre site at Doraville, fourteen and one-half miles north of Five Points. Formally dedicated in June, 1948, the \$7,000,000 project is one of the most modern in the industry and has a roof area of more than 17 acres. The facilities in the plant provide a production line capable of holding 550 automobiles in various stages of manufacture. The combined payroll and purchases of Georgia made parts and products by the firm amounts to an average annual expenditure of \$27,000,000 in the area. At the opposite end of Atlanta in Hapeville, the Ford Motor Company dedicated an equally modern plant in December, 1947. The \$7,000,000 branch site covers 83 acres of land and employs 2,300 persons at peak production. The assembly line is capable of turning out 350 new passenger cars and trucks a day. Ford's first venture in Atlanta was a sales office opened in 1909. An assembly plant was built later and in 1915 the first Model T built here rolled off the line. The original plant was sold during the early forties, to be occupied early in the postwar period by the War Assets Administration.

The Chevrolet and Fisher Body plants, located on McDonough Boulevard near the Federal Prison area, began production in April, 1928. Production was steady until the beginning of World War II, when the entire facilities of the plant were devoted to war production. The first postwar truck rolled off the line late in 1945. Today, 360,000 square feet of working space is provided for the 1,500 employees who are capable of producing thirty complete passenger cars or fifteen trucks every working hour. The Fisher plant, an integral part of the whole operation, produces the automobile bodies and employs an average of 550 persons. During Chevrolet's first twenty year period of assembling automobiles in Atlanta, more than one million cars and trucks were completed.

To keep pace with the expanding economy of Atlanta and Georgia, the utility agencies furnishing electricity, natural gas and communications are all undergoing extensive improvements and additions to their existing facilities. The Georgia Power Company's Plant Atkinson, at nearby Bolton on the Chattahoochee River, recently installed equipment to add 60,000 kilowatts to its generating capacity. The present total unit is now capable of producing 240,000 kilowatts, making it the largest steam electric plant in the Southern States. The Atlanta Gas Light Company announced in 1948 the lifting of all restrictions on natural gas for additional industrial users; total meter installations for the Atlanta area are fast approaching the 100,000 mark. Bell System equipment in Atlanta provides the city with the rank of third largest telephone switching center and third largest telegraph center in the world. More than 1,500 direct trunk lines to many of the nation's principal cities are maintained by Southern Bell Company.

The eight railroad systems radiating from Atlanta have played a large part in Atlanta's steady commercial and industrial growth. Well informed railroad industrial development personnel cooperate closely with all private, governmental and financial agencies in attracting a variety of stable industries to Atlanta and the Southeast. A recent improvement is the "Southland Industrial Center," a 170-acre site located about four miles northwest of the downtown business district. The area offers all modern facilities attractive to industry, providing rail lines, paved areas for heavy trucking operations, parking space and easy access to roadways from all sides. Much of the available land has already been purchased and the total development is being planned to extend over a period of several years. To provide much needed warehouse space, a \$2,000,000 project was devised at the end of 1948 for the construction of five large buildings north and west of the Terminal Station section. More than 241,000 square feet of floor space is being provided and the structures will be easily accessible for the loading and unloading of vehicles that will use that section of the city's planned super-highway system.

DeKalb County, which contains Stone Mountain and many of the factories sometimes mistakenly attributed to Atlanta's corporate area, is utilizing its adequate railroad facilities and building sites for a steady industrial growth. The General Motors plant at Doraville is one of several large firms that have located in DeKalb during the postwar period and the three railroads serving the area are helping in the effort to attract many more. Scott Candler, Commissioner of Roads and

Revenues and a resident of Decatur, is the recognized leader of the county's estimated population of 135,000, and is largely responsible for his area's progressive civic, industrial and recreational programs.

Atlanta is not dominated by any particular type of industry. Fulton Bag & Cotton Mills, Exposition Mills and Cluett-Peabody Company are large employers in the textile field. Atlantic Steel Company, Atlanta's chief representative in the steel industry, employs over 2,000 persons who turned out in 1947 a wide assortment of steel products valued at more than ten million dollars. Scripto, Inc., manufacturers of mechanical pencils that are nationally advertised and shipped to all parts of the world, calls Atlanta home. A newly designed fountain pen and pencil set was added in 1947 to the firm's list of widely distributed products. The remaining representatives in Atlanta's more than 1,500 manufacturing plants turn out many varieties of chemicals, paper products, fertilizer, publications, iron and steel products, furniture, food products and printed material.

At present, Atlanta is supporting an estimated 18,000 businesses of all types in her metropolitan area, gainfully employing more than 265,000 persons. This growth is reflected in the city's sound financial structure. In the *American Banker's* list of the nation's 300 largest banks, four of them are located in Atlanta.

Labor

The pioneers who helped to form the little settlement near the banks of the Chattahoochee energetically set to work and built their own houses or stores. Even though it was located in a slave state, the town was fiercely proud of its independence and vitality, and its social aspect was essentially democratic. The few Negroes in Atlanta during the town's early days were freed slaves. Trained on the plantations as wainwrights and blacksmiths, they were theoretically free to follow these callings in the hope of accumulating enough money to purchase the freedom of their wives, children and other relatives still held in bondage. They were rarely successful at making a living, however, and the majority of them returned to the plantations. Some farmers in the vicinity were accustomed to send their slaves into town to peddle produce on the streets. The fact that the city council in 1850 placed a tax of one dollar on each Negro sold in the slave market on Alabama Street indicates that the trade was active, but these slaves were rarely purchased for work in the city.

Several years before the War Between the States, many owners of outlying plantations had houses built and sent their families to Atlanta for residence at various seasons of the year. A family was accompanied usually by a young Negro girl who acted as ladies' maid, a mature Negro woman to cook and do the house cleaning and a grizzled handyman who drove the carriage and performed general work.

During the war Atlanta became the chief military supply base of the Confederacy and business boomed. But, with most of the young men in the army or engaged in the manufacture of war supplies, there was a serious shortage of labor in the less important fields of industry. Many older Atlanta businessmen exchanged their coats for a clerk's apron and left executive desks to work behind the sales counter.

Shortly after the war thousands of "free issue" Negroes crowded Atlanta awaiting the division of confiscated lands which had been promised them by the carpetbaggers. With no means of support, drinking heavily day and night, running wild and living in filth, hundreds of them perished from starvation and disease. The Freedmen's Bureau helped some, building shelters, feeding and caring for the homeless, and sending many of them to other sections of the country where

there was more opportunity for employment. A few Negroes, trained in various mechanical callings on the plantations, found their way into industry. Many were forced to return to their former owners where, facing the contempt of the older slaves who had remained loyal to their masters, they helped rebuild the ruined mansions and replant the devastated fields.

So it was that during Reconstruction potential labor went idle while professional men and businessmen carried mortar, bricks and timber to repair their residences and shops. Lack of money furthered lack of employment, and the carpetbagger administration of Governor Bullock did nothing to improve the labor situation. After his resignation and flight in 1871, business gained confidence and there was considerable expansion. The decade of the 1870's brought about a more sound reconstruction program. As Southerners recouped their fortunes, older business houses were reestablished, while many new ventures, founded with speculative money, failed. Reconstruction was physical as well as financial. Scores of buildings and houses that had been hastily repaired after the war were torn down, and new structures were erected in their places. The construction industries boomed, providing employment for thousands of workers.

A social evil which arose during this decade and had far-reaching effects upon labor was the system whereby the state leased convicts to private employers. Originally intended as a humanitarian move to rehabilitate the criminal, the practice quickly degenerated into one of abuse and selfish gain. In return for a small per capita annuity paid to the state (ten or twelve dollars per year) the leaser worked the convicts from sunup to sundown with no other expense than the provision of food and shelter. Supervision was often brutal, and many convicts died from neglect or flogging. Since free labor could in no way compete with this enforced service, a general lowering of wage standards followed. In 1873, a survey showed that, although 800 mechanics in the city were out of work, trains were almost daily bringing in additional convict labor.

Some slight progress was made toward organization of workers when a small union of factory workers was formed. In the summer of 1873 members of the Typographical Union struck in protest against the dismissal of a foreman and two printers from the staff of the *Atlanta Herald*, a newspaper edited by Henry W. Grady. When the owners of the paper threatened to suspend publication permanently, the union members returned to work, and the defeat of the strike was

considered a triumph for the open shop. But the workers had been impressed by their own audacity in daring to strike, and they were determined to gain strength for later efforts.

In 1880, labor conditions had improved considerably in actual employment, but wage scales were still low. Computed on the basis that each worker, including children, represented a then typical family of five, estimates show that of Atlanta's 37,409 population in that year, almost one half were existing upon substandard incomes. Under such conditions organization among the workers changed from a mere desire into a compelling necessity. Although various trades organized local chapters under the leadership of the Knights of Labor, these were short-lived. Organization among Southern workers was still too new to engender an effective feeling of unity, but unionization was growing. In '84 the Woman's Industrial Union was organized to teach working girls how to sew, cook and perform other duties, paying them while they learned. The same year the Union expanded to establish the Woman's Exchange, a shop which afforded the unemployed women of Atlanta an opportunity to sell homemade articles. Heartened by the success of these ventures, existing unions also introduced training schools.

Four years later an independent union, the first of its kind in the United States, was formed by nineteen machinists of Atlanta. By the following year chapters had been organized through the nation and in Canada, and the group was permanently named the International Association of Machinists. At this time the International Brotherhood of Blacksmith's Drop Forgers and Helpers was also organized in the city.

An investigation by the *Atlanta Constitution* at this period revealed the appalling circumstances of child labor in the city's textile industries. One mill employed 75 to 100 children, half of whom were less than ten years old. Employed as sweepers, carriers and doffers, these children worked twelve or more hours every day. As an excuse for the long overtime work, the mill owners claimed that the wet weather affected the machinery, requiring that it be kept running almost constantly. This exposure brought about an agitation for protective legislation that resulted several years later in a child labor law.

With the expansion of industry in the nineties, labor made further efforts to organize. Workers representing the carpenters, molders, plasterers, tailors and typographical unions formed a central body known as the Atlanta Federation of Trades. By the turn of the century unionization had been achieved among railway employees, newspaper workers,

book and job printers, and several other trades. But, as usual, when wage standards and purchasing power were high, interest in organization lagged and many of the unions were short lived. The depression of 1908 brought about a revival of interest, causing the organization of many new locals and a strengthening of the existing ones. By 1910 organized labor had become a power of growing importance.

In 1916, Atlanta experienced a spectacular strike. The motormen and conductors of the local power utilities struck for union recognition, shorter hours, higher wages and freedom from compulsory membership in a company "benevolent association." All cars were abandoned on the tracks; when non-union men were hired to operate them, the relief crews were quickly removed from the cars by various means. Trolley wires were cut, poles were damaged and steel rails were rendered unfit for service in several sections of the city. A few cars were dynamited or were targets for gun shot. Opposing mobs covered the downtown streets and hundreds of deputies were sworn in to preserve order. Chaos continued for several weeks, with city transportation completely stopped. Following the internment of several strike leaders and scores of union sympathizers, a compromise was reached in which the most significant clause provided an increase in pay; but union recognition and the rehiring of men laid off for their union activities were not granted.

Resentment growing from these denials helped to bring about a second strike several months later. After a four day cessation of trolley service, a satisfactory agreement was reached between the power company workers and their employer. Since then the local chapter of the Amalgamated Association of Street and Electric Railway Employees of America has become one of the largest and strongest unions in the city, and the relationship between the company and its employees has been satisfactory, except for a strike of 19 days duration in 1949.

Even though total employment figures showed a great increase during World War I, labor made no contractual gains because of a shortage of workers and the building of military installations. Strikes in the war industries were handled in a summary manner, often being suppressed by the Federal Government. During the flourishing period of the twenties the unions did not lapse into the lethargy sometimes characteristic of prosperous years. Dues in arrears were paid up and much of the money was spent in a program of expansion in the organizations. Industry, operating at peak production, willingly made many concessions to organized labor, and few strikes marked this period.

The nation's widespread business depression later had a disastrous

effect upon organized labor. The financial problems of thousands of unemployed union members were heightened by the influx of idle farm hands who came to the city seeking any kind of employment, at almost any wage. Many groups split over strike issues, feeling that conditions were too precarious to risk jeopardizing their jobs further by radical voluntary action. Too, many union leaders felt that drastic action was necessary to insure the rights of labor. As a result, the first half of the decade of the thirties was a period of constant strikes, many of which were marked by racial prejudice.

During the middle thirties Atlanta experienced a fairly extensive period of labor agitation. In September, 1934, all the textile mills in the area, except one, were closed. This was partly a natural extension of the mill strike conditions that prevailed throughout the state at that time. The principal demands of the workers amounted to a plea for shorter hours and higher wages. After two busy weeks marked by a declaration of martial law, the throwing of tear gas bombs, and the arrest of several hundred strikers, the demonstration was abandoned.

Shortly afterwards Atlanta became the center of further activity when the Congress of Industrial Organizations began to recruit members in the Southeastern area. Many established unions attempted to become affiliated with the new organization, which resulted in a split in the ranks of the Georgia Federation of Labor. In April, 1937, William Green, president of the American Federation of Labor, ruled that A. Steve Nance, president of the Georgia Federation of Labor, and at that time a director of the C. I. O. sponsored Textile Workers' Organizing Committee, was ineligible to preside over the annual state convention being held that month. This resulted in an immediate division of opinion between opposing groups and Nance's position was never clearly defined, a condition which existed until shortly after Nance's death in 1938. After that, a portion of the unions remained with the C. I. O. and the remainder returned as members of the A. F. of L.

As the C. I. O. became more firmly entrenched in the South, the A. F. of L. began its own campaigns to enlist the groups of workers who were unorganized. The contest between the two labor movements during those early years was marked by considerable anger and mutual disparagement, but the membership lists of both organizations were noticeably enlarged. A special effort was made to recruit the region's large force of textile workers, who had for a long time remained indifferent to the labor movement. In 1936 Atlanta's automobile workers, representing a small segment of the nation's automotive employees who

introduced sitdown strikes that year, remained idle for three months until an amicable agreement was reached.

The record of strikes in local industries is negligible compared with the national labor picture. During the four year period prior to 1939 there were only 24 strikes in Atlanta, these involving less than 5,000 workers. Eleven were declared for union recognition, eight because of wage and hour conditions and the remainder were due to miscellaneous causes. Occasional strikes affecting the communications and transportation workers have occurred during recent years but none has assumed serious or violent proportions.

When industry mobilized all its resources for World War II, Georgia men and women learned many new skills and much of the activity was concentrated in the Atlanta area. The erection of the huge airplane plant in the Marietta section for assembling B-29 bombers, and direct war contracts for more than 100 Atlanta manufacturing concerns resulted in an enlarged labor force, and many workers migrated to the region who have since established permanent homes. The returning army of service personnel early in the postwar period furnished an additional supply of trained men and women and greatly increased the efficiency level of the local labor market.

To carry the trend further, it has been increasingly evident that Atlanta and Georgia are attempting to provide all possible facilities for training and educating its children and young men and women. The city school system established vocational institutions for both white and colored students as part of its conversion program to co-education in 1947, and private technological and vocational schools offer a wide variety of courses for practical training. At one time Southern colleges, especially in technical fields, trained vast numbers of the region's youths, only to have them migrate to Northern and Middlewestern industry. Almost the reverse is true at present and the majority of recent, local graduates have cited a preference for remaining in opportunity-filled Atlanta and the surrounding section. Georgia Tech's recently created Technical Institute offers practical training in a long list of trades for those who are unable to attend the parent institution for the regular four year courses. All of these factors contribute materially to the quality and stability of Atlanta's growing force of workers.

Atlanta remains largely unaffected by most of the strikes that tend to cripple industry periodically in other sections of the nation. The city is relatively free from subversive influences which create dissension and unrest in many of the large population centers; the city as a

whole is violently opposed to the theory of communism, and offers firm support to all governmental efforts designed to combat it.

According to representatives of the two large labor organizations, both of which are represented by regional offices in the downtown area, Atlanta labor has the best reputation in the country for staying on the job, with fewer strikes than any city of its size in the United States; a controversy affecting one group of workers in the building trades constituted the one strike affecting the city's labor in 1948. Locally, the C. I. O. members are largely drawn from the assembly and production line workers, including a portion of the semi-skilled categories. The A. F. of L. regulates its various groups by skills and crafts. Many of the city's machinists, building trades workers, teachers, bakers, elevator workers, blacksmiths, and several other classifications are listed in their membership. Local textile mills are not yet highly organized and unions for foremen, office and professional workers, and independent unions have relatively small representative groups.

Various state and city laws regulate Atlanta workers in many industries and trades, and labor legislation is watched closely. Of the estimated total of 265,000 gainfully employed in the greater Atlanta in 1949, the textiles, food processing, and metal working plants, including iron and steel products, claimed the greatest numbers of workers. The other important classifications include concerns producing chemicals and fertilizers, furniture, paper and paper products, printing and publishing, and candy and confectionery.

Public Welfare

Contributions from individuals, and later, church donations and county funds, provided the first relief for the poor of Atlanta. By 1853 the city was beginning to recognize the need for regular municipal aid and Mayor J. F. Mims appointed from council a committee on relief for the poor. This body had only advisory powers; after its recommendations had been made, council as a whole voted on each case. Assistance was then rendered not in the form of supplies, but as cash; once the money was given, little effort was made to learn how it was spent.

Soon after the outbreak of the War Between the States, relief costs mounted rapidly. At the end of the war, instead of cash relief, council set up provision stores for the poor, but with thousands of soldiers and refugees crowding into the city, this arrangement proved too costly. To help meet this emergency, a group of Atlanta women formed the Ladies' Soldiers' Relief Society. Their activities, which included charity balls and bazaars, helped to raise large amounts for the care of sick and wounded soldiers quartered in the city.

The period immediately following the war presented a real problem. Refugees, a great number of freed slaves, and young men disbanded from the army returned home and many of them searched in vain for work to support their families. Fire losses following Federal occupation and the collapse of Confederate finance placed an appalling drain on the treasury. Hundreds of unemployed were provided with transportation in order that they might seek work in other parts of the country. The Freedmen's Bureau, the American Missionary Society and former slave owners attempted to help the Negroes and, in its extremity, the city had to appeal to the country at large. Several cities, Northern and Southern, responded generously, and contributions from individuals were sent from points as far away as Illinois and New York. The State of Kentucky sent 100,000 bushels of corn to be distributed among the poor.

In the summer of 1866 a severe smallpox epidemic broke out. Immediate expenditures were necessary, and before the year was out two pesthouses and a makeshift hospital had been constructed. Although the danger from disease soon passed, the condition of the poor still made heavy demands on the treasury. Early in 1867, Atlanta, aided by Fulton

County, erected twenty shanties four miles west of the city to serve as an almshouse. Minor children of inmates were placed in private homes with their expenses paid by the city. By the early seventies, after a series of court rulings, Fulton County was compelled to take over the entire burden of providing for Atlanta's poor who were committed to the almshouse. While the institution provided for the care of the aged and decrepit, many able-bodied but destitute citizens continued to be without employment as a result of the war and the reconstruction program.

Again the women of Atlanta acted. In rented rooms they established the Atlanta Benevolent Association to provide a temporary home "for destitute and helpless women and girls out of employment, in finding suitable work, and, as soon as practicable, to give full instruction in industrial pursuits, thereby enabling such persons to become self-supporting and useful." After giving several entertainments the association succeeded in raising \$4,000, with which two buildings on Alabama Street were purchased. In 1881, the property and the entire facilities of the institution were deeded to the city, and soon afterward the name was changed to the Atlanta Hospital and Benevolent Home. By the middle eighties the city was fully maintaining this institution and contributing to several private charitable organizations.

In the same year the Florence Crittenton Home, a branch of the national welfare organization of that name, was opened in Atlanta. Many citizens bitterly opposed the establishment of this maternity home for unmarried girls, but a majority overruled their objections and the agency was retained. The Florence Crittenton Home was the first national welfare organization to be chartered by Congress, and the Atlanta home was the fourth in the nation.

The Home for the Friendless was established in 1888 by three Atlanta women who solicited church and private donations, rented a cottage on Mangum Street and opened its doors to the poor of all ages. Applications for entry became so numerous that within a few months admission was restricted to children only. Two years after the home was opened, a large building was erected on Highland Avenue. Here the institution operated for 38 years until it was moved to its present quarters on Courtney Drive, where it is now operated as Hillside Cottages.

Although several attempts had been made to establish a refuge for parentless children, it was not until 1888 that Atlanta Baptist women made definite plans for setting up the Georgia Baptist Children's Home.

In that year Jonathan Norcross gave a tract of land, and soon afterward the orphanage was opened. At first there were only five children enrolled, but soon there were so many applications that two successive moves to larger quarters had to be made. Before the decade was ended several large gifts made possible the purchase of the 50-acre tract in Hapeville where the home is now operated. The 112 buildings provide accommodation for approximately 550 children, and the property now covers 1,700 acres.

The rapid industrial growth of this period often engendered hard conditions for factory workers. In 1889, an Atlanta woman happened to notice that a woman mill worker, unable to provide home care for her child, was compelled to take it with her to work and tie it to a window sill while she worked at the looms. Deeply moved, the Atlanta matron and six other women pledged the salary of a matron to care for the children of such working mothers. A room was secured in the building of the Barclay Mission and the Barclay Nursery was opened to the children of working mothers. Soon the institution outgrew its quarters and W. A. Hemphill provided a new building where the additional services of a kindergarten and a cooking school for mothers were added to the nursery. After several changes two permanent places were established, a northside branch on Baker Street and a southside branch on Washington Street. Since 1925, all activities besides those of the day nursery have been taken over by other social agencies. Now known as the Sheltering Arms Nursery, this institution cares for more than 300 children yearly.

Until 1889, little or no public assistance had been rendered Negro children, and scores of neglected outcasts played perilously about the tracks of the old Union Depot. Carrie Steele Logan, a Negro matron at the depot, became so distressed by these conditions that she quit her job, adopted several of the children, and took them into her home on Wheat Street. As she continued to take more orphans, her rooms became overcrowded and her funds gave out; the kindly woman, respected throughout the city, appealed to both races for aid. Individuals and church groups contributed funds, and to these she added the amount realized from the sale of her home in order to erect a large brick building on Fair Street. The new Roy Street building was erected in 1922 and the orphanage, now known as the Carrie Steele-Pitts Home, is one of the most important local charities.

The Hebrew Orphans' Home also was founded in 1889. A large rambling brick structure was erected on Washington Street, and Jewish

children from Georgia, North and South Carolina, Florida, and Virginia were given a home. Support was maintained by individuals and organizations in the five states served and as many as 150 children were housed in the institution at one time. In 1911, the directors of the movement broadened their program and began to give aid to half-orphaned children in their own homes. In 1930, the program was extended again to provide a foster home for every child. The function of the institution then became that of a child-placing agency. The work of the agency does not cease when the child is sent to board in a private home; general supervision by members of the staff is continued until the child reaches maturity.

Prior to the nineties all charity institutions had been instigated and principally maintained by private individuals. Although some of these agencies had been given assistance from municipal funds, the buildings and equipment had become inadequate for the poor of the fast-growing city. Particularly was this true of hospitalization and clinical services, for economy had prompted the city to place its patients as they could be accommodated in various private hospitals. In 1887, a move toward more efficient management was made when all such municipal cases were placed in the King's Daughters' Hospital, but it soon became apparent that this institution was too small to care for all cases. In order to remedy this situation a movement was begun to found a municipally owned infirmary, and the erection of Grady Hospital, named for the Atlanta editor Henry W. Grady, was financed by popular subscription with the provision that the city assume the responsibility for maintenance. In 1892, the hospital was opened with more than 144 beds, 4 physicians, and 21 nurses. At first both private and charity cases were admitted, but soon services were restricted to the latter class. By an arrangement with Fulton County, rural patients in the Atlanta vicinity are also eligible for treatment.

By the turn of the century a number of welfare enterprises were firmly established. In 1900, the Confederate Soldiers' Home was opened to a group of 83 veterans. In the following year the King's Daughters and Sons established the Home For Incurables on the site of the present Athletic Club. Through the generosity of A. G. Rhodes, George W. Stewart and others, a new building was erected in 1904 on the present site at South Boulevard.

The King's Daughters again came into prominence in 1905 by establishing the Home for Old Women—an institution that filled a real need since it was especially planned to care for inmates who, though

indigent, were well educated and refined. The Associated Charities, now the Family Service Society, was founded in the same year. Before this time other charitable organizations of the city had been concerned solely with clinical work and with the individual pauper. The Associated Charities undertook dealing with problems of personality and family adjustments and lent aid in situations involving desertion and nonsupport, unmarried mothers, parent-child relationships, and other domestic matters requiring sympathetic counsel.

Two years later further recognition of the need for aid to children was manifested in the opening of the Atlanta Child's Home by Mrs. F. M. Robinson. Here deserted wives and unmarried mothers could find adequate care for their babies. In addition to caring for the children, the home also makes provision for a limited number of mothers during periods when it is necessary that they remain with their babies.

One of the most important of the city's charities is the Atlanta Tuberculosis Association, which was founded in 1909 under the leadership of Joseph P. Logan. White people and Negroes of any age who have been exposed to tuberculosis may be examined and treated at the clinic. In 1910, the Battle Hill Sanatorium, also an institution for the treatment of this malady, was built jointly by Fulton County and Atlanta. Now known as Battle Hill Haven and Happy Haven, the former for white patients and the latter for Negroes, they care for aged and convalescent patients, and recipients of old age assistance who are unable to care for themselves. The institutions, open to residents of Fulton and DeKalb Counties, are governed separately.

In 1914, Atlanta's first hospital for crippled children was begun when four leading citizens placed a few beds in Wesley Memorial Hospital for the exclusive use of children of impoverished families. The following year the Masonic Order of Ancient and Accepted Scottish Rite, which had become interested in the work, bought two cottages in Decatur and converted them into an infirmary. So great was the demand for treatment of orthopedic afflictions that within a few years a larger building was erected at a cost of \$160,000. The institution has become a pattern for similar work by the Shrine throughout the United States. An important contributor to the Scottish Rite Hospital is the Variety Club of Atlanta, composed of persons engaged in theatrical and amusement fields. Their generous contributions also go to support the Bankhead Playground for boys and girls, and Mountain View Camp for Girls, near Hapeville. The club in 1948 gave funds for a

swimming pool project at Bankhead Playground, and supports a wing for young patients at the Georgia Baptist Hospital.

By the time the World War I period had come, the number of Atlanta social agencies was so large that it became necessary to have a co-ordinating body. This led to the creation of the Social Service Index in 1917. An independent governing body, the Index made itself available to all welfare agencies maintained by schools, churches, tax funds, and voluntary subscriptions. As a clearing house for such agencies in both Fulton and DeKalb Counties, this organization seeks to avoid duplication of work and enables each agency to operate more efficiently in its own specialized field.

For the past two decades scarcely a year has passed without the addition of a new social agency. One of the most active of these is the Atlanta Chapter of the Junior League, which was founded in 1919 by Mrs. J. W. McKenna. The work of the league has included supplying clothing for girls of the Churches' Homes, maintaining a ward at the Egleston Memorial Hospital, supporting the thyroid clinic at Grady Hospital, providing psychiatric workers for the Family Welfare Association, serving as Girl Scout leaders, directing physical training at various day nurseries, maintaining a school of corrective speech, and providing helpers at several clinics.

The prosperous postwar era of the early twenties brought additional charitable enterprises, of both local and national affiliations. The baby clinic of the Central Presbyterian Church, founded in 1922, provides medical care for white babies without restriction on the area from which they are brought for treatment. For Negro children, the Gate City Day Nursery Association cares for the age groups between six months and twelve years of age. The two divisions, the Herndon and the Elizabeth Burch, accept children from all parts of metropolitan Atlanta, and in 1948 provided facilities for 223 young Negroes.

National prominence has resulted from the work done by the Good Samaritan Clinic, established in 1923 to provide free treatment for white and Negro residents of Fulton County who suffer from disturbances of the endocrine glands. While the clinic is not the first of its kind in the country, it was the first to be established entirely dissociated from a medical center and to be operated on a charity basis. Research and experimentation here have contributed many innovations in the field of gland correction, and it was one of the physicians connected with the institution who discovered the value of iodine treatments for goiter before research in this field had been published. The clinic is

concerned not only with the treatment of abnormal physical developments but more recently with psychotherapy for delinquent and mentally abnormal children. Though originally designed to extend free services to local residents, the Good Samaritan Clinic has attracted from all sections of the state patients who are given diagnostical service on a paying basis.

The Atlanta Legal Aid Society, which began functioning in 1924, extends much needed facilities to the public by providing legal advice and court counsel for those who are unable to pay for these services. Such cases are usually recommended by the various social agencies of the city, but the society sometimes extends aid also to individuals who apply directly.

Long before the national work relief program was initiated, some of the Atlanta charity groups were organizing their programs with an emphasis on self-help for the individual. One of the leading organizations of this type is the Atlanta Goodwill Industries, which was established in 1925 by representatives of almost fifty Methodist congregations of the Atlanta area. This agency maintains a store and workshop in which cast-off garments and house furnishings are repaired and sold to provide support for the workers. The program also offers vocational and religious instruction. An organization that is similar in its aims of self-support is the Atlanta Community Shop, which was founded in 1928 by the Community Employment Service. This agency provides employment to the blind workers of Atlanta and its vicinity by teaching them to make brooms and mops which are sold to the public.

Child welfare has been particularly salient in the more recent work of charity organizations. The Henrietta Egleston Hospital for Children was built in 1928 from funds bequeathed by Thomas E. Egleston, its purpose being to provide medical and surgical aid for children who are seriously ill from causes other than contagious diseases. Patients are admitted regardless of sex, creed, nationality, or place of residence. The Central Presbyterian Church Baby Clinic, operated on similar lines, has been associated with the Henrietta Egleston Hospital in its work.

In 1930, the Child Welfare Association of Fulton and DeKalb Counties was organized. A child-placing agency rather than a child's home, this institution extends its services to children under eighteen whose homes are broken by illness, poverty, or family maladjustments. Children brought to the association are housed here only until they can be placed in the proper corrective institution, school, or private home, as

the individual case demands. The association works in close co-operation with the county juvenile courts and other agencies.

During the early thirties when the nationwide depression was at its height, the scope of social service became so greatly broadened that it was necessary to co-ordinate the work more closely. In 1932, the Social Welfare Society, which had been founded almost thirty years before by Joseph C. Logan, changed its name to the Social Planning Council and enlarged its field of activities. Now known as the Community Planning Council, the agency serves as a medium through which 83 health, welfare and recreation agencies, departments of government and individuals plan to increase the quality and effectiveness of community service. Delegates from each agency elect its board of 27 persons, determine Council policy and govern Council action.

As a memorial to Victor H. Kriegshaber, who had worked for many years with the Georgia Association of Workers for the Blind, a Braille library was installed in the old Hebrew Orphans' Home on Washington Street. Though supported by private funds, the library was set up under the supervision of the trustees of the Carnegie Library. Two years later the institution was moved to its present site on Piedmont Avenue. About 500 phonographs for lending throughout the state have been furnished by the Federal Government. Magazines in Braille and several thousand "talking books" or records are also available.

The Federation for Jewish Social Service functions through three agencies and is governed by a board of 46 prominent Jewish citizens of Atlanta. The Montefiore Family Bureau offers service and relief to Jewish resident families and individuals in need, and handles a large number of cases annually. The Jewish Educational Alliance offers a program of educational, recreational and leisure time activities, provides summer boarding and day camps for boys and girls, and operates a nursery school. The Morris Hirsch Clinic, a non-sectarian health facility maintained by the Federation, provides child and adult dental care, and general medical gynecological clinics for impoverished white persons referred by social agencies.

The Salvation Army unit works in diverse fields of social work in the Atlanta area. It maintains a Family Welfare Bureau, an Industrial Home for Men, an Emergency Home for Women, and the Bellwood Corps Center, in addition to rehabilitating Atlanta's prisoners and parolees. More than 60,000 persons attend the Corps Center activities annually. In 1948, a divisional headquarters for the Salvation Army's Dixie division was established in Atlanta.

Representatives of the Atlanta Junior Chamber of Commerce, Optimists, Lions, Rotary, and Civitan Clubs founded in 1938 the Atlanta Boys' Club for underprivileged youths between the ages of eight and eighteen. At present, the Club comprises four divisions: the Virgil P. Warren Memorial Club is the parent organization and is located at South Pryor Street. Newer divisions are the branches in Egan Park and Lakewood Heights. The Negro branch, the George Washington Carver Boys' Club, is located at Thurmond and Davis Streets. The Boys' Clubs provide character building activities which include summer day camps, sports, reading, music, and arts and crafts. Since the beginning of the postwar period, the Clubs have recorded an attendance of more than a quarter of a million boys annually.

The Fulton County Department of Public Welfare, formed by legislative act in 1937, administers direct relief to needy citizens within its jurisdiction. Its various duties include certification of grants for old-age assistance, aid to the blind and the care of dependent children. The Department establishes close contact with the private agencies engaged in similar work in order to eliminate duplication of effort and to coordinate all welfare work in the community. A new unit for the special care of children who are wards of the county is Oak Hill Homes, located on Stewart Avenue approximately five miles from the city. Situated on eighteen acres of county property and containing all modern institutional equipment, the trained staff offers expert guidance care for the dependent children who are sent to the home.

The Empty Stocking Fund, sponsored annually for the past several years by the Atlanta Junior Chamber of Commerce and the *Atlanta Journal*, provides Christmas gifts for more than 6,000 of the city's needy children. Financed by advance gifts and the sale of special editions of the *Journal* by large groups of volunteers drawn from Jaycee members, local college men and military personnel living in the area, the Fund is the year's bright spot for many of the city's impoverished families.

The Atlanta Mission, Inc., housed in the city's poorest area on Pulliam Street, was established in the middle thirties through the efforts of the Rev. Felton Williams. He now devotes his entire time to directing the project, providing innumerable services to a constant stream of underprivileged boys and girls who inhabit the neighborhood. An additional branch is the Mountain View Camp for Girls, near Hapeville, which provides summer camping privileges for more than 700 children. Also located on the 35 acre tract, is the Mission Home for

Girls, offering clean surroundings and expert care for younger children, under the supervision of trained employees and volunteers. Funds to support the Mission are supplied by church societies, labor organizations, women's clubs and public-spirited men and women, and the program is regarded as one of the city's worthiest charities.

A constructive help in the reclamation of alcoholics is the Light-house, located on South Pryor Street. To supplement the work of Alcoholics Anonymous, whose local chapter was established in 1940, Bert Flynn, a reformed alcoholic, his pastor, Louie Huckby, Dr. J. D. Manget, and several others, effected the purchase of the Pryor Street house. Large enough to accommodate 25 men, the lighthouse and its regular inhabitants receive all men who approach the home sober, wash, clothe and feed them, and help them through the difficult period of rehabilitation in decent surroundings.

Aidmore, a Convalescent Hospital for Crippled Children, located on Peachtree Street near Atlanta's 10th Street District, was opened in 1941 under the auspices of the Crippled Children's League of Georgia, Inc. Supported largely through the annual Easter Seal Sales and substantial contributions from the Georgia Elks Lodges, the hospital treats several hundred convalescent patients yearly. Sufferers from poliomyelitis and cerebral palsy are admitted for treatment under the supervision of trained staff members, and a corrective speech school is maintained by Junior League members. Classroom instruction is provided by teachers furnished by the Atlanta Public Schools.

Many patients of Aidmore, following approval by the State Welfare Department, have obtained medical and surgical treatment elsewhere, and are then admitted for the period of convalescence. Medical Director Dr. Harriett E. Gillette heads a permanent staff employing all modern methods of recreational and medical therapeutics. During 1948, the hospital registered a total of 21,884 patient days.

The Greater Atlanta Community Chest was organized in 1923 by a group of prominent civic leaders in an effort to centralize contributions to the many social organizations in the city. Through the years the number of agencies supported by the Chest was gradually enlarged. By 1948, thirty-four separate funds were listed for the roster, following the addition of seven new Red Feather services that year. The contributions go to a wide variety of organizations; after administrative expenses are taken care of, the city's health, youth, family, child care and general community services are supported, along with aid to the

handicapped and aged, community planning and coordinating services agencies.

Local units of national groups benefitting from the contributions are the Boy Scouts, the Girl Scouts, the Camp Fire Girls, the U.S.O., Traveler's Aid Society, the YWCA and two branches of the YMCA. Other groups originating in Atlanta and included in the Chest budget are the Atlanta Humane Society; the Citizens' Crime Prevention Committee, whose purpose is to secure interest and active support by citizens in behalf of sound crime prevention programs of already existing agencies, and to help civic and service clubs find needed crime prevention projects to sponsor; the Atlanta Urban League, which encourages, assists and engages in the improvement of economic, social and cultural conditions for Negroes; the Metropolitan Association for the Colored Blind, which provides recreational facilities and training in industrial work habits for the colored blind; the Red Feather Social Service Center, which has facilities for directing applicants for service and counsel to the proper agencies, and to act as a central bureau of information on social service in the Atlanta area; the Visiting Nurse Association, which provides bedside nursing care for all who need it throughout the metropolitan area; and the Bethlehem Community Center, which fills a vitally needed service in an area where no other social agency is working, operating a kindergarten and pre-school program for small children and extensive group work programs for older children and adults. Its efforts are concentrated on community service work in the crowded Summer Hill District for Negro children and adults.

The Chest budget, combining the funds for 34 agencies into one, set its total at more than \$1,465,000 in 1948. Failing to achieve that amount during the time allotted for the scheduled campaign, numerous volunteer groups worked several weeks following the October deadline in order to raise the balance of the money needed.

Religion

The first religious services held in Atlanta were conducted by itinerant Methodist "circuit riders," who had roved and preached through the area while it was still wilderness country, inhabited only by Indians and a few scattered pioneer families. After work on the proposed railroad had lured permanent settlers to the little community, it is recorded that a Reverend Osborne Smith conducted meetings in a frame building which stood just north of the old Union Depot in 1844. The following summer Bishop James Andrew held services in a cotton warehouse just a few hundred yards from what is now Five Points. Later the Methodists held regular meetings in the depot itself, and when an itinerant minister was not available, volunteer members of the congregation would lead the singing and read from the Bible.

Other denominations with just a few members were stirred by this Methodist leadership to plan some means for holding their own regular Sunday services. The population of the town was but about 200, and it is probable that barely more than half of these were of adult age. The situation was further complicated by the fact that this number was divided among five different denominations: Methodists, Baptists, Catholics, Episcopalians and Presbyterians; although each group desired a separate church, the attainment of this aim was impracticable and financially impossible. After considerable discussion the plan was advanced that the five denominations combine their resources and erect a building that could be used by all. Despite dire predictions, the plan carried, and a building known as the Union School and Church was erected in 1845 on the triangular site now bounded by Peachtree, Pryor and Houston Streets. It was a simple clapboard structure with a gable roof and two chimneys. While seated inside during the services, men and women were compelled to sit on opposite sides of the aisle, an arrangement intended to keep attention focused on spiritual matters.

This union of the churches signified no combining of doctrines but merely an economic compromise. It is remarkable, in view of the prevalent dogmatic convictions, that no quarrels marred the gathering of the diverse groups. One reason for this harmony was the manner in which the church was managed. All denominations wished to hold regular Sunday morning services but, since this was impossible, it was

decided that Sunday services should be strictly non-denominational. These nonsectarian meetings were directed by Dr. John S. Wilson, a Presbyterian minister of Decatur. Dr. Wilson, a man of remarkable tact, occasionally relinquished the pulpit to visiting ministers of other creeds who were equally careful to avoid doctrinal issues. If baptism, communion services, or other rites demanded sectarian privacy, the church was always available on week nights for closed sessions.

Even so, the desire for separate buildings was so strong that in 1848 the Methodists, whose numbers were increasing with the rapid growth of the town, erected Wesley Chapel on the site just south of the present Candler Building. Funds were exhausted before the structure was little more than four walls and a roof, but the members were determined to hold services in it. Accordingly, rough slabs for benches were obtained from Jonathan Norcross' sawmill, holes were bored in them, and stout pegs were driven in for legs. A crudely built platform, upon which was set a druggist's prescription table, became the pulpit, while a homemade tin chandelier held the candles for night services. Thus equipped, the Methodists became the first congregation in Atlanta to hold meetings in their own house. Before the year was out a Sunday school was organized, and in 1849 a large revival brought several hundred new members into the church.

The Baptists also erected a building in 1848. It was constructed on the site of the old post office and, like Wesley Chapel, was but a small frame shack furnished with rude benches. To the six men and eleven women who formed the first congregation, it was a pleasing reflection of their simple and rugged characters. That they were determined to retain this early simplicity was shown a few years later when new members provided the church with a melodeon and the older members, declaring the instrument a sinful innovation, ordered it removed. Further evidence of stern discipline was revealed in the serious inquiries into the actions of members, inquiries which sometimes led to excommunication. These included absence from services or business meetings, failure to pay just debts, frivolity in dress, or permitting music and dancing in their homes.

The Roman Catholics were next to withdraw. Less than any other denomination this one had availed itself of the private usage of the Union Church, for visiting priests usually conducted mass and administered sacraments in private homes. In 1848, Atlanta was made part of the Savannah diocese and Father J. F. O'Neill came from that city to fill the office of resident priest. A building was erected the same

year on the site of the present Church of the Immaculate Conception.

In 1849, the Episcopalians, though having fewer members than any other denomination, were financially able to withdraw from the Union Church and occupy their own building, St. Philip's. This church was a small frame structure with a modest tower and vestry room, the interior finished in white, with grained seats, pulpit, and chancel rail. For the first year the Reverend John James Hunt, a missionary priest, served as rector, but in 1850 support was pledged for the appointment of the Reverend W. J. Zimmer as regular minister.

The Presbyterians were the last of the denominations to withdraw from the Union Church. In 1852, their building, erected on Marietta Street where the Federal Reserve Bank now stands, was dedicated. It was the finest church in town at the time, being constructed of brick and having a vestibule, a gallery and a basement. In deference to the wishes of John Silvey, an influential citizen who lived next door, no bell was ever hung in the belfry. Silvey, a firm believer in Benjamin Franklin's "early-to-bed" maxim, retired at seven o'clock every night. In return for a generous contribution to the church, the elders agreed that no bell-ringing would disturb his early evening slumbers. The Reverend Jesse E. DuBose was chosen as regular pastor in 1854.

The First Christian Church, which had been organized by State Evangelist Daniel Hook in 1850, was erected in 1853 on the corner of Pryor and Mitchell Streets. This building was used for only one year, at which time the property was exchanged for a lot on Marietta Street near Ivy and a new building erected.

In 1854, nineteen members of the First Baptist Church withdrew to form a second church. Their withdrawal was caused not only by larger membership that taxed the capacity of the first church, but also by the desire of the separating group, more liberal than the founders, to have musical accompaniment for their services. An appeal to Baptists throughout the state resulted in the erection of a \$14,000 building on the corner of Washington and Mitchell Streets. Until the new church was equipped with a tank, the congregation held baptisms at an open-air pool on the corner of Spring and James Street. This ceremony was always an occasion for the gathering of many townspeople who were in no way related to the church.

It is recorded that this church had a gallery in which Negro slaves sat during the services and that they were permitted to share in the communion after the white people were served. As the restraint of the services was not satisfying to the more readily emotional Negroes,

they were allowed to use the church occasionally for private services that were given to more abandon.

In 1854, Trinity Methodist Church, an outgrowth of a mission Sunday school conducted under the auspices of Wesley Chapel, was erected on Mitchell Street opposite the site of the present State Capitol. For the first year and a half the pulpit was occupied by visiting preachers, but in 1856 it was made a separate charge and a regular pastor was appointed. Three other Methodist churches were founded between 1854 and 1859, the African Methodist, the Protestant Methodist, and Payne's Chapel. The African Methodist building was the first Negro church in the city, and the denomination later played a leading part in the fight for emancipation and the establishment of educational institutions for Negroes.

The Central Presbyterian Church, founded in 1858, was the last of Atlanta's pioneer churches established before the outbreak of the War Between the States. Thirty-nine members of the First Presbyterian Church addressed the Flint River Presbytery, of which the church was a unit, and requested that they be permitted to form a new congregation and that this body not be designated as the second church. Both requests were recognized and the Central Presbyterian Church was erected on Washington Street just north of the First Baptist Church. This brick building, of Colonial design, with four tall Corinthian columns supporting the entablature, was the most handsome church structure in the city when it was dedicated on March 4, 1860, by Dr. J. C. Stiles.

Thus 1860 found all the principal denominations, with the exception of the Jews, established in their own houses of worship. Churches had become the center of virtually all public, social, cultural and educational activities. Not only were they houses of worship on Sunday, but they were the scenes of spelling bees, box suppers, dramatic readings and song fests during the week. The growth of the church was definitely keeping pace with that of the city, and spiritual leaders were making plans for even greater expansion.

Then came the war and the bombardment and burning of Atlanta. Strangely enough, even in 1864 while the city was in the path of cross-fire from opposing armies, still another Episcopal group found means to build a church, St. Luke's. Dr. Charles T. Quintard, a physician and Episcopal cleric who had been sent to Atlanta from his native Connecticut as chaplain-at-large to the Confederate Army, found that St. Philip's was not large enough to accommodate its congregation.

With characteristic zeal he immediately set about organizing a second group of communicants, obtaining a lot and erecting a building. So persuasive was Dr. Quintard that his efforts were quickly successful. A new parish was created; land, lumber, and furnishings were donated; and the building was erected on Walton Street where the Grant Building now stands. Bishop Elliott in his report of the year says: "Friday, April 22, 1864, I consecrated to the service of Almighty God, St. Luke's Church—Atlanta— In the afternoon of the same day a class for confirmation was presented, which I laid hands upon five persons, the first fruits of this enterprise." Seven months later the church was a heap of blackened ashes, destroyed in the fire that devastated Atlanta.

Most of the churches escaped the torch, but many were badly damaged by cannon balls and the use to which they were put during Sherman's occupation. The facades of the Immaculate Conception and the Central Presbyterian Churches were both scarred by exploding shells. Federal troops took over St. Philip's for a stable and bowling alley and tore down the rectory to make room for breastworks; they converted the basement of the Central Presbyterian Church into a slaughterhouse. By agreement with General Sherman, Trinity Methodist was protected as a storehouse for furniture of the evacuating citizens. Apparently the First Baptist Church was left in a usable condition, for services were conducted there by the pastor on Christmas Day, 1864, for those citizens who had already returned to the devastated city.

The churches still standing among the smoking ruins afforded temporary shelter to many of the returning refugees, who hung makeshift screens of burlap or paper between the pews and along the aisles, thereby fashioning rooms which provided a modicum of privacy. In a short while the more pressing repairs had been made on the churches and, as soon as the more urgent task of rebuilding houses had been accomplished, attention was turned to plans for new church buildings.

Within ten years after the close of the war, every denomination in the city had erected at least one new building. Father O'Reilly, the heroic priest of the Church of the Immaculate Conception, died in 1872 before the new church was completed and he was buried under the altar stone. The year 1875 was significant in church history in that a synagogue was dedicated, the first Jewish house of worship in the city. The Lutherans also erected their first building in this year. During the next decade new buildings were erected by three of Atlanta's most prominent churches: the Central Presbyterian, St. Philip's, and St. Luke's. In 1897, the Sacred Heart Parish was created and the Cath-

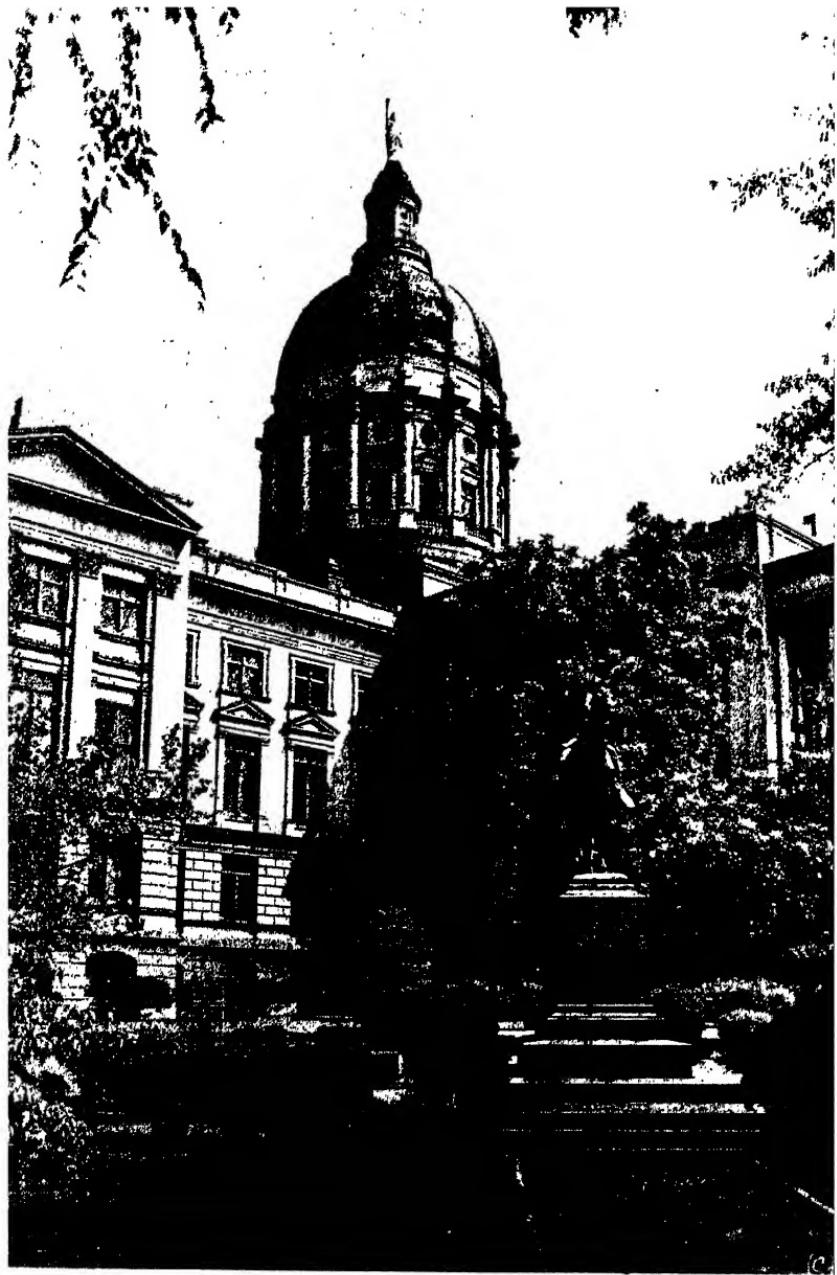
clic church of that name was dedicated the following year. The Baptist Tabernacle, an institution which was for years to play a leading part in the growth of that denomination, was established in 1898. In 1899, the Christian Scientists, who had for years been holding classes in various private houses and rented offices, built an imposing church on Baker Street.

Atlanta's population trebled during the first quarter of the new century; this period marked the greatest growth of churches. Most of the older congregations of the city erected buildings that compared favorably with the churches of the newer ones. Even the small foreign elements, the Greeks and the Syrians, had increased to such an extent that they could establish their first churches.

In total membership, the Baptists have attained a commanding lead and will probably remain the denomination in Atlanta with the most representatives for many years. In 1948 the 97 churches comprising the Atlanta Baptist Association claimed more than 90,000 members, showing a large increase in enrollment for the year. The seven largest Baptist Churches are First, Druid Hills, West End, Second Ponce de Leon, Baptist Tabernacle, Capitol View and Kirkwood. Atlanta's Baptists in 1939 entertained the World Baptist Alliance, a religious convention which brought many thousands of visitors to the city. The Georgia Baptist Convention, which held its 127th annual session at Atlanta's Tabernacle in 1848, occupies a position of strategic importance in the Baptist world, having an admitted influence on Baptist affairs throughout the nation. Georgia is said to have more Baptists per square mile than any other state in the Union. Another event important to Atlanta is the Baptist Training Union "Week of Study," supposed to be the largest religious gathering of its type in the city.

The Methodists, second in denominational strength, showed eighty pastoral charges in their two Atlanta districts for 1948, with an estimated membership totaling over 53,000. The North Georgia Conference, at the same time, has recorded 505 member churches, with an enrollment of more than 183,000 persons. Early in the postwar period, Atlanta's Methodists set aside approximately \$2,500,000 for improvements on their existing structures. Major building programs were scheduled at Hapeville Methodist, Saint Mark, Haygood Memorial, Kirkwood, Martha Brown Memorial, Cascade Heights, First Church, Jay's Chapel and Peachtree Road. In addition, more than seventy per cent of the eighty pastoral charges were engaged in a definite construction project.

Well represented with large denominations scattered through all



State Capitol Building

Print by Edgar Orr, Atlanta



Atlanta City Hall

Print by Edgar Orr, Atlanta

parts of Greater Atlanta are the Presbyterian, Protestant Episcopal, Roman Catholic and Jewish Churches. A vast group of smaller denominations is comprised of the Disciples of Christ, Church of God, two denominations of the Lutheran Church, Churches of Christ, Church of Jesus Christ of Latter-day Saints, Congregationalist, Seventh-Day Adventist, Church of Christ Scientist, Church of the Nazarene, Universalist-Unitarian, along with many small groups of minor schismatic religions which have separated from the larger divisions. Constituting a strong social force and establishing the city as the Southeastern region's center of religion, Atlanta's approximately 500 churches, housing fifty creeds and denominations, represent an estimated combined membership of 250,000 persons.

Education

Miss Martha Reed is known as the town's first teacher. In 1844, before Marthasville had changed its name to Atlanta, she courageously opened a small private school in a shack near what is now the intersection of Decatur and King Streets. Another school of one room, which also served as a church on Sunday, opened the next year near the site of the present Candler Building. Apparently both schools were short-lived, for during the following year the town seems to have been without any educational institution.

Two years later, Dr. Nedam L. Angier came to Atlanta from New England and erected a building known as Angier's Academy at Forsyth and Garnett Streets. His wife taught this school for several months, but the venture failed, for the little town was struggling for survival and the children were kept at home to split logs and clear the land. The following November, Dr. William N. White, an idealistic young man who came South from Utica, New York, to regain his health while earning his living as a teacher, attempted to maintain Dr. Angier's academy with an enrollment of 25 pupils. After three months, White became discontented, closed the school and departed for Athens to enter the book business.

Records indicate that the academy was taken over by a teacher named Adair, who was followed by W. W. Janes. Janes' charges for instruction are interesting: "For orthography, reading and writing, \$4 per term; arithmetic, grammar and geography, \$6; Latin, Greek and Mathematics, \$8." Mrs. T. O. Ogilvie, who opened a school early in 1851 on the corner of Hunter and Pryor Streets, offered instruction in these same subjects at the same price, but added ". . . philosophy, botany, rhetoric, astronomy, geography of the heavens, ancient and modern history, moral and intellectual philosophy, \$6; waxwork, fruit and flowers, \$10; music and use of the piano, \$12.50; painting and embroidery, \$5."

Several other institutions also opened in 1851, among them Miss Nevers' "school for the instruction of children of both sexes" on Marietta Street, Miss C. W. Dews' "school for females," T. O. Adair's "literary school on the Humphries lot," the Misses Bettison and Daniel's school "near Walton and Spring" on the site of the present

old post office building, and two schools by the name of Atlanta Male Academy, one directed by J. T. McGinty and the other by G. A. Austin.

It was not until 1853, when Atlanta's population had increased to 4,000, that the first free school was opened. This was the Holland Free School, named for Edmund Weyman Holland, a banker who leased the old Angier Academy property free of rent to the city for five years. A South Carolinian who had been a schoolmaster in Alabama, Holland decided upon a free school as a fitting philanthropic gesture toward his adopted city where he had made his fortune. Although the students' tuitions were financed by the state poor school fund, an aid usually resented and spurned by the citizens, the school continued in successful operation for six years after Holland's extension of the lease.

In 1858, a group of citizens, unwilling to utilize this educational system and unable to afford private tuition, began agitating for the establishment of public schools. Foremost in this progressive group was the Scotch-Irish schoolmaster and unionist Alexander N. Wilson, who at that time was teaching his "classical and English school" in the building first occupied by Martha Reed. Wilson made a special trip to Providence, Rhode Island, to study its public school system and returned enthusiastic for the establishment of a similar one in Atlanta.

Mass meetings were called and success seemed at hand, but an opposing group, which regarded a public school system as merely a substitute for the old poor school fund, came forward and began soliciting for the founding of a "female institute." It is difficult to understand why such an institute was deemed an acceptable alternative for a public school system providing for both sexes and for a greater range in ages. Nevertheless, the majority of the people supported this proposal and, when council refused to appropriate funds for its establishment, raised \$15,000 by private subscription. The Female Institute was opened in 1860 on the corner of Ellis and Courtland Streets.

By 1860, more than a score of private schools had been established, but during the years of the war all were closed and those that were spared destruction in the burning of the city were converted into hospitals. As soon as the more urgent needs of the reconstructed town were met, attention was given to the re-establishment of schools and by 1866 there were nineteen private institutions operating. But Atlanta's population had now grown to 10,000 and, while these private institutions were more than sufficient to accommodate the children of the few families of means, many less fortunate were growing up in a state of

illiteracy. Some momentum for the public school movement was left from the prewar period, but this alone was not sufficient for an advance. Also at this time the carpetbaggers began to agitate for racial equality in the schools throughout the state. The result was that a public school system, which would have been subject to this racial intermingling, was further delayed and the position of the private schools strengthened.

In 1866, four schools were established for Negro children. The American Missionary Society sent the Reverend E. M. Gravath to Atlanta early in the year and he immediately organized a class in the African Methodist Church on Gilmer Street. Within a few months a second school was opened in a building brought from Chattanooga and re-erected on Walton Street. These two schools housed about 1,000 children. During the summer this overcrowding was relieved somewhat by the Freedmen's Bureau which made available a small structure on the site of the present Candler Building. Later in the year the Missionary Society and the Freedmen's Bureau cooperated in collecting funds for a larger building. Dr. Storr's church, of Cincinnati, gave the largest sum, \$1,000, and, accordingly, the new building completed in December 1866 was called Storr's School. This building stood on the corner of Piedmont Avenue and Houston Street and was for years the principal grammar school for Negroes. By 1870, it had become apparent that the Negro children of the city were provided with better educational facilities than the white children. With the removal of the threat of racial intermingling in the withdrawal of the military government, earlier advocates of a public school system and citizens who had formerly been in opposition began to clamor for it.

The council hastily amended the city charter to permit the establishment of public schools and imposed taxes and issued bonds to assure their maintenance. A board of education consisting of twelve members was appointed, and in November, 1871, M. B. Mallon was elected superintendent. In January, 1872, the first three buildings were opened. By the end of the scholastic year, the buildings, either rented or erected for the purpose, included seven grammar and two high schools for white children, and three schools for Negroes. Most of the "private and select" schools were forced to close their doors and many of the teachers were absorbed into the public system.

An unanticipated problem arose in 1873 when the Roman Catholics of the city petitioned the board of education for separate schools to be provided for their children. The petition was refused, but the Cath-

olics returned the following year with the request that their children at least be taught by teachers of the same faith. This petition also was denied. Not until the turn of the century were the Catholics able to erect their own parish school.

To supplement the growing public school system, several institutions of higher learning were also founded during this period. Negro education was receiving much outside philanthropic aid and from 1865 to 1885 six Negro colleges and universities were founded in Atlanta. These institutions now make up the Atlanta University Center, which includes Morris Brown College, Clark College, Gammon Theological Seminary, Spelman College, Morehouse College, and Atlanta University. The last three named are affiliated under the Atlanta University System. A seventh institution founded in 1925 and formerly operating independently as the Atlanta School of Social Work, is now an integral part of Atlanta University; the University now also coordinates all graduate and professional work for the Center.

In 1870, Oglethorpe University, formerly located in Milledgeville and closed during the war, reopened in Atlanta. Financial difficulties forced it to close two years later. The Southern Medical College was founded in 1879 and was later combined with the old Atlanta Medical College, which had been established in 1855. In 1882, the general assembly, recognizing the need for skilled technicians to develop the natural resources and build up the industries of the state, passed a resolution calling for the establishment of a technical school. As a result, the Georgia School of Technology was opened in Atlanta six years later. Decatur Female Seminary, which was opened in 1889, is now Agnes Scott College, an accredited institution for the higher education of women.

Definite progress was being made in the public school system and by the early nineties Atlanta had two high schools and sixteen grammar schools. There were also several private, preparatory schools and special schools. Washington Seminary, which had been formed in 1878 as an elementary school, was adding more advanced subjects to its curriculum. The Peacock School for Boys was opened in the middle nineties to teach college preparatory work; and the Southern Female Seminary moved at that time to College Park from LaGrange, and opened as Cox College. At the turn of the century the Georgia Military Academy was established in the same Atlanta suburb. These were followed by Marist College, a Roman Catholic preparatory school for boys, in the next year and by the Southern College of Pharmacy in

1903. The Sacred Heart Church, under the ministration of Father John E. Gunn, established a parish school in 1909, thereby fulfilling the desire which the Catholics had harbored since the seventies. That same year members of the North Avenue Presbyterian Church opened an elementary school for girls and boys in the Sunday school room of the church, adding high school courses for girls after three years of operation.

The old Emory College at Oxford was moved to Atlanta and established as Emory University in 1914, later absorbing the combined facilities of the Atlanta School of Medicine and the Southern College of Physicians and Surgeons. Oglethorpe University reopened two years later, aided in its reestablishment by a gift from Atlanta citizens of 137 acres of land and an endowment of a quarter of a million dollars. The Georgia Tech Evening School of Commerce, established in the downtown area in 1914, was assigned to the University System of Georgia in 1933; now known as the Atlanta Division of the University of Georgia, the school has occupied quarters at several downtown locations. At present the unique university is housed in a six-story converted office and garage building on Ivy Street near the Hurt Building. Its more than 7,000 students are eligible for diplomas after completing their choices in a wide variety of two year courses; all work is accredited toward a degree for those who later attend the parent university at Athens. The immediate postwar period brought an influx of students that taxed to capacity the facilities of every institution of higher learning in the area. All the schools are engaged in extensive programs of expansion, and total attendance has increased by several thousand students since the end of World War II. A more complete account of the histories and the present status of each Atlanta college and university is recorded elsewhere in this book in the various sections under **POINTS OF INTEREST**.

In September, 1947, the Atlanta Public School System began its third definite era of organization. The first was the beginning of the school system in February, 1872. About fifty years later, the second era was begun—the institution of the junior high school and the addition of the kindergarten and twelfth grade, usually identified as the K-6-3-3 organization. This arrangement was replaced in 1947 by the K-7-5-V plan, bringing coeducation to the community schools, the V denoting the addition of Vocational Schools.

The modernization of the organization was made possible on August 14, 1946, by the citizens of Atlanta, who passed by ballot a \$12,500,000

Metropolitan Bond Program. The sum of \$9,000,000 was allocated to the Atlanta Board of Education for the purpose of converting its school system from the K-6-3-3 non-coeducational, citywide high schools to the K-7-5-V coeducational, community high schools. Past series of thorough discussions between the Superintendent of Schools and the Board of Education, and between the professional, personnel and lay groups of the city have led to a greater understanding of their problems and to the adoption of a practical method of regulating the educational facilities in the Atlanta schools. The Superintendent, Miss Ira Jarrell, aptly illustrates the working philosophy of the system and of her staff in her statement made at the beginning of the present era: "Since the future of our country is dependent upon the education of our youth, we must provide for their education, not merely in terms of books, credits, and diplomas, but also in terms of living and of preparation for future living. Education for citizenship in a democracy should hold a foremost place in the programs of all schools today. Every child should experience a broad and balanced education which will prepare him to assume the full responsibilities of American citizenship, and at the same time give him ample opportunity for personal growth and social usefulness."

The Atlanta Public School System is administered by a Board of six members, one from each ward, elected by a vote from the city-at-large, for a period of four years. The Board appoints the Superintendent of Schools and the three Assistant Superintendents.

In the entire system at the beginning of 1949, there were 54 elementary schools, nine high schools, two night schools, three special schools, and two area vocational schools. During the 1947-1948 terms, a total of 60,761 students was enrolled. The Atlanta and Fulton County Boards of Education operate jointly the two vocational schools, the Smith-Hughes for white students, and the George Washington Carver for Negroes. A new Frequency Modulation radio station—WABE-FM—, located on the top floor of the City Hall, began operation during the 1948 school term. The completely equipped station, including FM receiving sets that were distributed throughout the school system, were presented to the city schools as a gift from the Rich Educational Foundation.

The school systems in the greater Atlanta area—Atlanta, Fulton County, Decatur, and DeKalb County—coordinate their efforts, policies and curricula so that their students can easily transfer from one system to the other, or attend the system nearest and most convenient to their homes. The Atlanta Public School System also works in close coopera-

tion with the various agencies in the area. The Board of Education furnishes four teachers from the city schools to provide classroom instruction at Aidmore, a Convalescent Hospital for Crippled Children; also, a teacher is provided at the Children's Ward of the Henry Grady Memorial Hospital, one at the recently organized cerebral palsy school, and two teachers at the Junior League school of speech correction.

Fulton County, in its vast area of 512 square miles outside the city operates 91 school units. Of these, nine are high schools for white and Negro students, who are all eligible for the supplementary services offered by the area's two vocational schools, administered jointly by the county and city school systems.

Newspapers

Atlanta's first newspapers, in keeping with the custom of the day, published no local news. Aside from the town's small size, which rendered this unnecessary, it was considered a confession of failure for an editor to be forced to fill his pages with local happenings. If civic affairs demanded newspaper comment or support, the custom was to publish separate handbills for distribution in order that they might be in no way associated with the regular issue. If regular issues failed to appear after one of these handbills exhausted the week's supply of materials, it was politely overlooked by subscribers who were also the editor's friends. Another taboo of the day was the mention by name of any citizen except by way of a business advertisement. Several decades were to pass before such mention could be regarded as anything but a serious breach of good taste.

C. R. Hanleiter, an early newspaperman, said in 1861 that he was in doubt as to the order in which Atlanta's first three newspapers were established but that he thought the *Enterprise* was the first; years later he stated without qualification that the *Democrat* was the first. Most historians credit the *Luminary* with being the earliest, saying that it appeared in 1845 about the time the Georgia Railroad reached the city. And this date seems to be disproved by a news item in the *Athens Banner* of July 21, 1846, commenting on the first number of the *Luminary*, ". . . a capacious and handsome newspaper . . . published at the new town of Atlanta, by Messrs. Baker & Wilson . . ."

The Reverend Joseph Baker used a Washington hand press for printing the *Luminary*, and indications are that it was really a small, crudely printed sheet consisting chiefly of religious items—Bible lessons and moralizing editorials. Because of its limited appeal subscribers were few, and within a short time Baker was forced to sell his paper to J. B. Clapp and L. W. Bartlett. Early in the following year Clapp's interest in the paper was bought by Charles L. Wheeler and the name was changed to the *Tribune*. The venture soon failed and publication was suspended before the year was out.

The *Democrat*, according to many local writers, was the city's second paper. Dr. William Henry Fonerden set up a little hand press in 1846 in the upper half-story of a building at the junction of Peachtree and

Marietta roads and began printing the paper as a weekly. After a few months he moved his family to Spring Place near Dalton, Georgia, and, changing the paper into an educational journal, continued publication there.

The *Enterprise*, another weekly, was published in the fall of 1846 by W. H. Royal and C. H. Yarbrough in an office just a few doors south of Alabama on Whitehall Street. In the same year the paper was discontinued and the material and equipment were sold to C. R. Hanleiter who moved to Atlanta with his *Southern Miscellany*, which he had been publishing for six years in Madison, Georgia. Of his nine subscribers, three paid in money, one in candles, and five nothing at all. A copy of this paper, dated December 4, 1847, gave four and a half of the six columns on the first page to "A Selected Tale, from the Columbian Magazine" entitled "Charity Begins at Home." A speech by Henry Clay filled the remaining column and a half of the first page, the entire second page, and half of the third page. The remainder of the third page was devoted to national political news; Henry Clay was endorsed for President and John McLean for Vice President.

Hanleiter continued publication of the *Southern Miscellany* until the fall of 1849, when he was forced to discontinue the paper because of a raging smallpox epidemic that made it impossible to secure workers. The type and press were purchased by four men, one of whom was Jonathan Norcross, the town's foremost merchant and later its mayor. The name of the paper was changed to the *Intelligencer* and, after several other changes in ownership, came into the possession of John Duncan and Colonel Thomas C. Howard in 1855.

Two years previously the *Daily Examiner*, Atlanta's first daily, had appeared under the editorship of J. H. Steele and J. W. Dowsing; it consisted of one sheet "devoted to the advocacy of democratic principles." After four successful years it was purchased by John Duncan, who had become sole owner of the *Intelligencer*. He merged the two papers and continued publication under the name of the *Atlanta Daily Intelligencer and Examiner*.

During the decade of the fifties no less than 28 papers appeared in Atlanta. These included the *Herald*, the *Weekly Republican and Democrat*, the *Christian Advocate*, the *Olive Tree*, the *Knight of Jerico*, the *Georgia Blister and Critic*, the *Southern Blade*, the *Discipline*, the *Literary and Temperance Crusader*, the *National American*, and the *Medical and Literary Weekly*. The circulation of these journals was limited because of restricted appeal or hidebound dogma, or their

columns were devoted too exclusively to political propaganda, with the result that they survived but a few months.

Although the sixties brought the threat of war nearer, there was no abatement in the appearance of new sheets on the streets. During the first year of the decade five papers were established, the *Educational Journal and Family Magazine*, the *Georgia Weekly*, the *Temperance Champion*, the *Daily Locomotive*, and the *Gate City Guardian*. During the four year period of the conflict fifteen newspapers were published at various times. Three of these were papers which were moved to Atlanta from other besieged towns, the *Memphis Appeal*, the *Knoxville Register*, and the *Chattanooga Rebel*. The *Gate City Guardian* changed its name to the *Southern Confederacy* as "a more appropriate title" in 1861 and claimed a circulation of 5,000. This was undoubtedly surpassed by the old *Intelligencer*, which was still carrying on under a constant change of management. The amazing number of less important papers may be partly explained by the law that exempted newspaper editors and workers from military service.

Wire service was supplemented by letters from correspondents and soldiers at the battlefronts, and contact was maintained with the telegraphic offices of the railroads for any additional news concerning activities of the fighting forces. Some of the most dramatic scenes of the war period occurred in the streets before the newspaper offices, as reports of another battle brought distraught crowds for news of relatives and friends. Office boys and printers' devils were kept busy running up and down stairs delivering hurriedly printed lists, still wet with ink, as fast as they were taken from the presses. Grief-stricken hysteria often hung upon the spelling of a name and, because of the probability of errors in the hastily compiled lists, tension was heightened by people pushing into the offices to check the original spelling.

With the beginning of the siege of Atlanta, the presses of the *Intelligencer* were moved aboard a freight car, where publication continued. Since supplies were cut off from the besieged city, papers were printed on any acceptable material that came to hand. Issues appeared on wrapping paper, wallpaper, and even cardboard. When it became evident that the Confederate forces could no longer hold the city and that Federal occupation was imminent, the car containing the press of the *Intelligencer* was pulled out of town and for the duration of the war was shifted about the state, papers being irregularly published wherever circumstances permitted. This was the only Atlanta paper to survive the war.

During the period of Reconstruction many new papers appeared. Most important among these were the *Daily Commercial Bulletin* and the *Ladies' Home* in 1866; the *Daily Opinion* and *Adair's Georgia Land Register* in 1867; the *Constitution* in 1868; the *Weekly Republican*, the *Sunny South*, and the *Southern Advance* in 1874; and the *Daily Tribune* in 1875.

Two papers inclined toward Northern sympathies during the Reconstruction Period. The first of these was the *Daily New Era*, which was acquired by Dr. Samuel Bard in 1866. In retrospect Bard's allegiance seems to have been more to supporting the Constitution than the Federal regime, but even this was unpopular among a defeated people living under military rule. In the first issue of the paper Bard outlined his policy of accepting the reconstruction methods of President Johnson and advised a conservative political course that he believed would result in an ultimate union, with full restoration of the South's rights under the Constitution. Adhering to his conservative principles, he refused to comment on the Sherman Reconstruction Bill. This caused much bitter censure, and finally the paper was forced to declare that it was accepting the Reconstruction Bill unconditionally and was determined to co-operate with the United States authorities. Subscriptions were immediately canceled and the *Daily New Era* was scathingly denounced by other papers as a Republican sheet. However, the *New Era* survived and began an attack on the irregularities of the carpetbag administration of Governor Bullock in Georgia, which Bard so effectively exposed that Bullock was forced to silence the paper by purchasing it for \$25,000 in 1870. He neglected, during the transaction, to insert a clause in the deed of transfer prohibiting Bard from beginning another paper. Bard, now armed with the additional weapon of the facts of the sale, opened an office across the street from the *New Era* and began publishing the *Daily True Georgian*. More than any other individual, this resourceful editor was responsible for the defeat of Governor Bullock and his ultimate resignation from office.

In November of that year, the *Daily True Georgian* announced that in acting with the Republican Party in support of measures for the restoration of the Southern States, it had discharged a duty to the people; it declared sympathy with the National Democratic Party, believing the principles of that party guaranteed the best interests of the people. Thus, having defeated the Bullock administration and returned to the Democratic fold, Bard discontinued the publication of the *Daily True Georgian* in 1871.

The *Intelligencer*, which had admirably spurred Atlanta's citizens in the work of reconstruction, likewise passed out of existence in 1871, but the work was carried on by the new sheets. Most prominent of these was the *Atlanta Constitution*, a morning daily founded by Colonel Carey W. Styles in 1868. The *Constitution* led the fight for the re-establishment of state government under the rule of its own people while it was still under the military rule of the Federal regime. Because of this courageous stand the paper became instantly popular, a regard which was justified when it proved itself the most conspicuous newspaper factor in the complete triumph of 1871, when the native white people succeeded in recapturing the state and routing the "scalawags and carpetbaggers."

Styles maintained his connection with the paper for only a year and was succeeded by G. H. Anderson, who took into partnership his son-in-law, William A. Hemphill, a young Confederate veteran then teaching school in Atlanta. Following Anderson's retirement in 1871, Colonel E. Y. Clarke became associated with Hemphill, and the two were chief owners of the paper until 1876. Clarke then sold his interest to Captain Evan P. Howell. A few years later Henry W. Grady, a young man who later became the South's most outstanding orator, bought one-fourth interest in the paper and was made managing editor.

The reporter of the day pictured himself not as Mercury but as Aesop. In any news story concerning unfortunate persons every possible opportunity was taken to squeeze out the utmost of sentiment and to point out the most telling moral. Story captions were standardized, and "The Wages of Sin" was used often. In many accounts, it was extremely difficult to distinguish between conceivable news and actual fiction.

Although the *Constitution* excelled in the approved reportorial lushness of the day, it also plunged candidly and dynamically into critical controversial problems. Because of its courageous policies, it soon became the most important paper in the South, and its editorial offices were a training school for a number of men who later became impressive figures in the world of journalism and literature. Among these were Joel Chandler Harris, whose first "Uncle Remus" stories appeared in the columns of the paper; Major Charles Smith, whose homely philosophies and dry wit were published under the pseudonym of "Bill Arp"; and Frank L. Stanton, whose poems expressed in distinctive style the "soil and soul of America" in a column known for years as "Just From Georgia." Wallace P. Reed and Lucian Lamar Knight, two other re-

porters on the early staff of the *Constitution*, became noted historians of Atlanta and Georgia.

For many years the *Constitution* was undisputed leader of the city's daily newspapers. Then, in 1883, its predominance was challenged by the appearance of the *Atlanta Journal*. The four page paper was founded by Colonel E. F. Hoge, a lawyer and legislator. While it caught the public interest immediately, the *Journal's* future was assured by a chance occurrence which made it prominent in the state and proved more effective than any planned publicity stunt. This was the issuance of an extra edition covering the burning of the Kimball House, at that time the largest hotel in the South, a favorite haunt of legislators and the symbol of Atlanta to thousands of travelers. The fire broke out at 4:30 on the morning of August 12, 1883, after the day's issue of the *Constitution* was off the press. The *Journal* called in its workers and hastily composed the extra, which was quickly rushed to the streets. Other copies were sped to trains for distribution in cities through the state. The extra, an almost unheard-of innovation, caused more excitement than the fire. The demand for the papers continued until dusk, and fully five hundred enterprising boys were kept busy selling papers all over the city and in the suburbs. In the neighboring towns the afternoon trains were besieged by people clamoring for the *Journal* and thousands of copies were disposed of in that way.

Until 1906, the *Journal* and the *Constitution* had the newspaper field in Atlanta virtually to themselves. Only seven other papers appeared during the quarter century after the establishment of the *Journal* and four of these were for Negroes. Of the remaining three, two, the *People's Party Paper* and the *Daily Press*, were published by the fiery Tom Watson, state representative and United States Senator. The *People's Party Paper* was established in 1891 and achieved a moderate circulation among Watson's political followers. Encouraged by the success of this weekly, Watson brought forth the *Daily Press* in 1894, which was intended to have a more general appeal. The new sheet soon began to show the old Watson version of news, and although Watson's followers were numerous enough to support a political weekly, the public refused to subscribe to a daily paper largely given over to the political opinions of its publisher. The *Daily Press* was discontinued within the year, but the *People's Party Paper* continued publication until 1898.

The *Daily News*, which had been published since 1902, was bought in 1906 by F. L. Seely who merged it in the establishment of a new

paper, the *Atlanta Georgian*. Six years later the *Georgian* was purchased by the William Randolph Hearst chain of newspapers and for almost 30 years it constituted a serious rival to the *Journal* in circulation. The *Constitution*, being a morning paper, was not directly involved.

John Temple Graves, a South Carolinian who began his newspaper career on the *Rome Daily Tribune* and was later editor of the *Atlanta Journal* and the *New York American*, was the first editor of the *Georgian*. His oratorical brilliance was often compared with that of Henry W. Grady, and his eloquence in political debate led to his first appointment in newspaper work. Under his direction the *Georgian* conducted successful drives against open saloons and the convict lease system, and championed the passage of child labor laws. But the odds were against the *Georgian*, and it never quite attained the circulation of the *Journal*.

Atlanta has had several Negro newspapers, both weekly and daily. The earliest, the *Weekly Defiance*, was published in 1881 but quickly failed. It was followed by the *Atlanta Age*, established in 1893 and discontinued in 1908. More successful was the *Atlanta Independent*, a weekly founded in 1903 by Benjamin Jefferson Davis, who was a prominent Republican and officer in the Order of Odd Fellows. The paper was published until 1932, when Davis discontinued it in order to devote more time to his political and fraternal activities. The *Atlanta World*, a weekly, was founded in 1928 by William Alexander Scott, a young, well educated Negro. The paper was an immediate success and in 1930 was made a semi-weekly. In 1931, it became a tri-weekly and during the next year a daily newspaper, the name being changed at that time to the *Atlanta Daily World*. For several years it was the only Negro daily published in the country. The paper maintains its own wire service and contains several features prepared by Negro artists and staffmen.

At the turn of the century the controlling interest of the *Journal* was obtained by James A. Gray, under whose astute guidance the paper introduced many features. Through the years several innovations new to the Southern newspaper world were begun there; in 1901, sports were given the prominence of major news; the next year came the first Sunday magazine, under Angus Perkerson, who is still its editor; the twenties and thirties brought the purchase of a rotogravure plant, inter-office teletype equipment and wirephoto service, all installations new to Dixie. In 1917, James Gray died but, although Major John S. Cohen

succeeded to the presidency, the Gray family retained their ownership and personal interests in the paper. In 1922, the *Journal* created Radio Station WSB and brought radio to the South, being the first newspaper in the region and second in the nation to own a broadcasting station; in 1937, the *Journal* opened its second radio station, WAGA.

Two years later James Cox, thrice governor of Ohio, made a flying visit to Atlanta and announced that he had purchased both the *Journal* and the *Atlanta Georgian*. The transaction included full possession of Station WSB and a forty per cent interest in Station WAGA. Severance pay was distributed to the *Georgian* staff, within a week the paper suspended publication, and key staff members, machinery, franchises and several departments were moved to supplement the facilities of the *Atlanta Journal*. Several of the distinguished alumni of the paper, all of them familiar to the literary world, include Margaret Mitchell, Don Marquis, Ward Greene, Ward Morehouse, Erskine Caldwell, Laurence Stallings, Vereen Bell, Hal Steed, Harry Stillwell Edwards, Evelyn Hanna, Sam Tupper, Wilbur Kurtz, Marguerite Steedman and Minnie Hite Moody.

Now thriving under the competent editorship of Wright Bryan, the *Journal* is strong in every department. Sports Editor Ed Danforth, an authority on the athletic and sporting world, and the widely read writer on golf, O. B. Keeler, who accompanied Bobby Jones on his golfing journeys, are two experts known in all parts of the nation. Grantland Rice, dean of American sports writers, worked with them early in his career. Other names long familiar to *Journal* readers are Editor Emeritus John Paschall, W. S. Kirkpatrick, columnists Morgan Blake and Ernest Rogers, Medora Field Perkerson, Frank Daniel, Helen Knox Spain and Edwin Camp. George Goodwin, one of the younger members of the staff, was awarded the 1947 Pulitzer Prize for local reporting.

During recent years the *Atlanta Constitution* has strengthened its undisputed standing as the region's leading morning newspaper, under the able leadership of Editor Ralph McGill. Recognized internationally for his distinguished contributions to the South as a writer on political, social and agricultural topics, McGill pursued an earlier career as a sports writer before assuming his present duties as the *Constitution's* widely read editorialist and columnist. Veteran members of the respected Georgia institution include publisher Major Clark Howell, Vice President H. H. Trott and Associate Editor Ralph Jones. Doris Lockerman, who began her Atlanta newspaper career in 1942 following an apprenticeship on the *Chicago Tribune*, was appointed to

an Associate Editorship on the *Constitution* in 1948, one of the first women in the nation to serve in that capacity on a metropolitan newspaper. Harold Martin, a Marine Corps correspondent during World War II and the possessor of a rare writing talent, has been a regular staff member and columnist for several years. Most of his postwar efforts have been spent on roving assignments to gather material for numerous articles appearing in national publications. Jack Tarver, a young Associate Editor, was awarded a \$5,000 Reid Foundation fellowship during 1948; one of three American newspapermen to receive the appointment at that time, Tarver's award includes a year's study of social and economic problems in South America.

Early in the postwar period, the construction of new, modern plants to house the newspapers was begun. Each chose a location on the opposite side of the street from the old structures, and the new buildings are now situated in the same immediate neighborhood on Forsyth Street. The *Constitution*, as part of its expansion plans, also unveiled in 1947 its own Radio Station WCON, now occupying the top floor of the new building. An added attraction is a pictorial history of the paper, carved in relief across the stone panels of the building's facade by Julian Harris, prominent local sculptor. Late the next year, the *Journal* began the movement of its staff and equipment into its new quarters, later holding a formal opening in January, 1949. At that time, the combined circulation of the daily editions of the two papers showed a total of approximately 575,000 copies.

The completion of these two projects marks the termination of an era of progress and faithful service to a growing city and a grateful state, whose people look forward confidently to an even greater period of promise and opportunity. This new era will be reflected and deftly illustrated by the creative talents of the persons who keep alive the traditions of its two great newspapers.

Radio

A keen interest in radio prompted many Atlanta listeners to construct their own crude sets long before a local broadcasting station was established. Before entering the field of radio, the *Atlanta Journal* published a series of articles instructing amateurs how to build receiving units. During that early part of 1922, there were no broadcasting studios in the South but several hundred Atlanta families already possessed radios. Under favorable conditions, owners of well-tuned, tube or crystal sets were sometimes able to pick up the stronger Eastern stations.

On the evening of March 15, 1922, excited Atlanta listeners tuned to a new spot on their sets and were treated to a popular rendition of the "Light Cavalry Overture" coming through their earphones and loud speakers. The surprise broadcast was the first program of the *Atlanta Journal's* new radio station, just authorized by a telegram received that afternoon from the acting Secretary of Commerce, and operating under the call letters formerly assigned to a ship's wireless in the Pacific Ocean—WSB.

WSB (50,000 watts; 750 kilocycles) set the first of many precedents which were to establish it as one of the leading stations in the nation. It was the first station in the United States to adopt a slogan ("The Voice of the South") and used a musical signature even before the National Broadcasting Company adopted one. They pioneered by introducing a 10:45 P.M. transcontinental broadcast when night programs were rare. As an educational medium, a citywide installation of receivers in the public schools brought daily programs as part of the school curriculum, along with daily broadcasts conducted by the faculties of four local universities.

A few of the celebrities who made their acquaintance with radio at WSB in the early days of broadcasting were Otis Skinner, Efrem Zimbalist, Alma Gluck, Rudolph Valentino, Rosa Ponselle, Henry Ford, Octavus Roy Cohen and Roger Babson. The station became affiliated with NBC in 1927. The present studios are located on the top floor of the Biltmore Hotel and the station's wattage has been increased a number of times through the years until its present capacity of 50,000 watts enables it to be heard by listeners in many parts of the world.

WGST (5,000 watts; 920 kilocycles), the second radio station in Atlanta and the South, opened March 17, 1922, just two days after WSB's first broadcast. The station was owned at that time by the *Atlanta Constitution* and its first program, a news broadcast, was transmitted through the radio plant of the Georgia Railway and Power Company under the signature of 4-F.T. During the next few months the *Constitution* built its own station and began broadcasting as WGM. The next year, Clark Howell, Sr., then publisher of the paper and a member of the Board of Trustees of the Georgia School of Technology, donated the station to Georgia Tech and the call letters were changed to WGST. WGST has the distinction of being one of the few stations in the United States heard by Rear Admiral Richard E. Byrd at the South Pole on his first expedition in 1929. The Electrical Engineering Department of the school operated the station on a part time basis until 1930, at which time an operating contract with Southern Broadcasting Company, along with the Columbia Broadcasting System, was made, the school reserving two hours a week for its own use. This arrangement continued until 1943, and in May of that year, the Board of Regents of the University System of Georgia assumed active operation of the station.

WGST is an endowment of the Georgia Institute of Technology and all profits from its operation are used directly by Georgia Tech for the purchase of land and buildings. Since 1943, funds used for this purpose have helped to expand the campus by 95 acres. The present studios are located in the downtown Forsyth Building, but a \$500,000 building program, scheduled to be completed after 1949, will place the studios at a location near O'Keefe High School on the edge of the Georgia Tech campus. The new, two-story, brick building will house six studios, including an auditorium seating 350 persons, with all modern facilities for AM, FM and television programs.

WATL (1,000 watts; 1400 kilocycles) was established in 1931 as WJTL by Oglethorpe University; for several years the station broadcasts consisted entirely of educational programs designed as extra-mural instruction on university subjects. The station was purchased in 1935 by a private organization and the call letters were changed to WATL. The studios, located for a short time in Atlanta's Shrine Mosque, were later moved to their present location at the Henry Grady Hotel.

For several years the majority of the station's programs consisted of electrical transcriptions until it became affiliated with the Mutual Broadcasting System in January, 1940. This arrangement continued

until September 26, 1948, when Mutual's Atlanta franchise was granted to Station WGST.

WAGA (5,000 watts; 590 kilocycles) was first owned by the *Atlanta Journal* and began operation August 1, 1937, as a 1,000 watt station. The need for its establishment arose from the difficulty with which WSB was faced in attempting to choose between programs offered by both the Red and Blue networks of the National Broadcasting Company. For eight years WSB had broadcast an alternation of programs from both networks. After WAGA was opened and assigned to the Blue network, WSB transmitted all of the programs scheduled for the Red network.

In 1940, WAGA was sold to the Fort Industry Company and two years later was assigned its present wattage and frequency. The station was affiliated with the American Broadcasting Company from 1937 to 1947, and after a year's independent operation, joined the Columbia Broadcasting System on September 26, 1948. The present studios are located in the Western Union Building two blocks from Five Points.

WBGE (250 watts; 1340 kilocycles), owned by the General Broadcasting Company, has studios located in the Georgian Terrace Hotel and began broadcasting March 1, 1947.

A locally owned and operated independent station, WBGE, with WBGE-FM, was Atlanta's first frequency modulated outlet. The two units operate simultaneously and the majority of the programs are duplicated. A mobile unit is used extensively for broadcasts originating outside the studios; regular features are public service, news and musical programs, along with broadcasts of Sunday evening church services and sponsored programs of all Atlanta Crackers' baseball games.

WEAS (1000 watts; 1010 kilocycles) began operating July 15, 1947, as an independent station owned by E. D. Rivers, Jr. With studios in Decatur, the station directs its broadcasts to the residents of DeKalb County and the surrounding area of 35 counties. The call letters were derived from the initials of two nearby institutions of higher learning, Emory and Agnes Scott. Rural, religious and educational themes make up the greater part of the daily schedule and the station accepts no advertising for any type of alcoholic beverage.

WCON (5,000 watts; 550 kilocycles) is owned and operated by the *Atlanta Constitution*, with studios on the top floor of the new *Constitution* Building on Forsyth Street. The station broadcasts the network programs of the American Broadcasting Company and began operation December 15, 1947. Frequency Modulation broadcasts were

inaugurated later for the evening programs and, after a six weeks' trial period, began a regular 18-hour daily schedule of FM operation.

WQXI (1000 watts; 790 kilocycles) has studios located in Buckhead and is one of a group of five Southern stations owned by R. W. Rounsville. The station directs its programs toward Northside residents of the immediate surrounding area and restricts its daily schedule to special events, classical and popular music; a station policy states that no religious programs or "hill-billy" music are offered listeners during its hours of daytime operation.

WERD (1,000 watts; 860 kilocycles) began operation August 2, 1948, and is located at 23 Broad Street, SW. Regular broadcasts are scheduled daily and Sunday from 7:30 A.M. to 5:30 P.M. Offering special features and several sponsored programs daily, the station has no network affiliations.

WGSL (1,000 watts; 970 kilocycles) is DeKalb County's newest radio station and was scheduled to begin operation in February, 1949. With studios in the Phelps Building at Decatur, the station is owned and managed by residents of that city. At present, the broadcasts consist of daytime transmission only.

The Atlanta amateurs of the airwaves converse daily with other radio "hams" operating from all parts of the world. An alert group making up part of the nation's 80,000 radio amateurs, the Atlanta Radio Club totals over 130 persons active in its membership. The organization is constantly experimenting with new designs and equipment, their efforts constituting a definite contribution to United States leadership in electronic advancement.

The Atlanta Police Department operates its own communications system as Station WPDY. The 250 watt FM station maintains two separate and complete broadcasting units, with auxiliary antenna, to insure uninterrupted service on a 24 hour basis. In the event of an electric power failure, an emergency, gasoline driven power unit is provided. More than ten municipal departments, as well as the Fulton County and suburban police departments, are served by WPDY.

WABE-FM (90.1 megacycles) was presented to the public schools of Atlanta and Fulton County by the Rich Foundation. Dedicated September 9, 1948, the gift included all equipment and furniture for the studio on the top floor of the 14-story Atlanta City Hall, and 300 FM receiving sets distributed throughout the two school systems. The Rich Foundation also provides a large record library, recording equipment, and pays the salary of the station program editor. WABE is

the first station in the Southeast owned by a public school system and the fourteenth outlet of this type in the United States. The station reaches more than 90,000 pupils in over 160 schools in the city-county area. A minimum of 1,200 daytime programs are scheduled to be broadcast during each school year.

Operating from 9 A.M. to 3 P.M. daily, most of the programs are directed toward a particular grade or group of grades and issued expressly as a supplemental aid to education. Older students are offered training in radio technique, script writing and all phases of radio production. Groups of teachers, trained in the Emory University radio workshop, supervise many of the programs and are given special assignments in staging all varieties of broadcasts, where students are encouraged to serve as announcers, technicians, musicians, actors and writers. The over-all operation of the station is regulated by a program director, a chief engineer, three radio teachers and three clerical assistants. Technicians are supplied by the city's vocational schools and the remainder of the personnel for most of the activities is drawn from the general student body.

The South's first television station, WSB-TV, was dedicated September 29, 1948, with an inaugural broadcast featuring several prominent men and women representing the city, the state and the South. WSB-TV began broadcasting on channel 8, with 28,400 video power and 14,000 audio power, to 180 megacycles. The station was built at an estimated cost of one million dollars and employs a staff of more than 100 persons. A new transmitter building and adjoining steel tower, 598 feet high, are located at Beverly Road in suburban Atlanta.

An estimated 1,000 television sets were in operation in the Atlanta area at the time of the first broadcast. For the first few months, programs were scheduled daily from 4 P.M. until approximately 10 P.M. Film versions of NBC Network features are presented, along with dramatic, comedy and educational programs given by the local staff members. Also in 1948, WSB-TV signed an affiliation contract with the American Broadcasting Company to use their television network releases. In addition, the station televised numerous high school athletic contests and several Georgia Tech and University of Georgia inter-collegiate games during the 1948-1949 season.

WAGA-TV, granted the first construction permit in the area and assigned to channel 5, staged its first broadcast March 7, 1949, from the temporary quarters at 1032 West Peachtree St. NW. The nearby tower, 531 ft. above average terrain, is the site of a permanent studio planned

for completion in 1950. The station broadcast on a six day schedule during its first months of operation, and uses film releases of the Columbia and Du Mont Systems. Equipment for filming special announcements is maintained at the studio, in addition to a mobile unit for making live broadcasts.

WCON-TV, the *Atlanta Constitution* television station assigned to channel 2 and scheduled for operation in 1949, is located atop the new *Constitution Building*. The completed installation will mark what is believed to be the first U. S. metropolitan daily newspaper to have its AM station, FM facilities and television unit contained in one building. One additional charter is allotted to this area. When communications cable installations to Atlanta from the East are completed, probably in 1950, direct network television broadcasts will be transmitted through four local stations.

Sports and Recreation

Cherokee Indian tribes hunted and played a crude form of lacrosse as recently as the early part of the 19th century in cleared spots at a wilderness section near the banks of the Chattahoochee. On this land today stand many of Atlanta's modern office buildings. By 1830, the fields near Whitehall Tavern furnished a favorite center of recreation. Following regular drill by the militia, feats of marksmanship, fist fights, extensive whisky drinking, and usually, a feast of yearling heifer for everyone present, all contributed to the day's activities.

The pioneer railroad men and sawmill workers enjoyed any form of gambling, along with the more energetic forms of athletics. The most popular were wrestling, cock fighting, and turkey or gander pulling, in which the prize, a live fowl, was hung by its feet while the mounted contestants galloped very fast beneath it and tried to snatch off its head.

The wives of the first settlers tried to substitute more "genteel" forms of entertainment. John Thrasher, contractor for the Monroe Railroad, relates the account of a dance given in 1840 by Mrs. Mulligan, the wife of Thrasher's Irish foreman, to celebrate the opening of her recently built cabin, in which a puncheon floor had been laid. Thrasher led the first dance with Mrs. Mulligan and pronounced the ball a huge success. Despite strong opposition from some strict church members, dancing was popular with the early settlers. The *Atlanta Intelligencer* of November 18, 1857, notes that "Mr. and Mrs. J. S. Leonard, together with Professor Duesberry, will open their Dancing Academy today at Hayden's Hall." A tenpin bowling alley did a lively business in the 1850s and Antonio Maquino advertised his confectionery shop with the aid of a large wooden Ferris wheel, upon which his customers were given free rides.

In the grim '60s, the women of Atlanta made a real effort to entertain the Confederate soldiers during their free hours, and kept them busy with balls, picnics, bazaars and barbecues, along with evening parties, music and amateur theatricals. Although this period held many dark aspects, there are records of comforting days—people visited the summer resort at Stone Mountain, volunteer fire companies provided entertainment and the roller skating and velocipede rinks were usually crowded.

During the 1870s, when baseball became popular, the young men of Atlanta made up their own teams, with the exception of pitchers and catchers, who usually were engaged from professional ranks. Atlanta defeated Augusta in the first professional game in 1884. This was played in Peters Park, where a new diamond had recently been laid out, with grandstand and bleachers, and enclosed by a high wire fence. Only about half the spectators were men, for women were beginning to interest themselves more fully in public sports, though still as onlookers rather than participants. In the following year Atlanta won the pennant for the first year of the Southern League, which was composed of cities of Georgia, Alabama and Tennessee. It was not until some years later that the Atlanta team took its present name of the Atlanta Crackers.

With recovery definitely assured, Atlanta soon developed a worldly society that learned to enjoy more varied recreations. At that time croquet was a favorite game and interest grew in lawn tennis—soon to be developed for clay rather than grass courts, because of the abundance of red clay soil in the region. More dancing academies opened and flourished. A few of the city's older citizens remember one of the earlier ones held in Jones Hall on Whitehall Street, where Professor Nichols of Marietta instructed Atlanta children in the waltz, schottische, mazurka, polka and Virginia reel. Atlanta society was still of a size to gather comfortably in its own homes, where the entertaining often was sumptuous. A young belle and her escort could drive to a dance unchaperoned in a hired landau if another couple accompanied them. They attended the balls at the Kimball House, the Girls' German Club monthly dances at Concordia Hall, or the germans of the newly organized Nine O'Clock Club.

The first football game in the state was played at Piedmont Park, February 10, 1892, between the University of Georgia and Auburn, the latter winning 11-0. Georgia Tech's first football team was organized the following year by Leonard Wood, who at that time was assigned to duty at Fort McPherson as a lieutenant. Wishing to play the game but lacking men, Wood enrolled for two courses at Tech and organized a team there. Tactics consisted principally of line play and the famous flying wedge. One of Tech's first football games was in 1893 with St. Albans of Virginia. On this occasion the student body met on the campus and followed the team to Piedmont Park, where the game was played. It was on this march that the well known "wreck Tech" yell was composed.

Beginning about 1895, many Atlanta people attended the Lakewood Park harness races, where horse drawn sulkies were driven around the one-mile track. During the Grand Circuit races, the horse "Single G" paced the three fastest heats on record in a regular race. Scott Hudson, a prominent sportsman of Atlanta, is said to have held a world's record, the distinction of being the only man to drive all six winners on the same card in one afternoon.

Golf in Atlanta first appeared inconspicuously in 1896, when the city's first course, with seven holes, was laid out by the Piedmont Driving Club. No lessons were given by the first professional, Jamie Litsner, whose principal duties were the supervision of caddies and the repairing of golf sticks. The game soon attracted attention and by 1906 the Atlanta Athletic Club had provided a better course. The first real professional was Alec Smith, followed by Jimmy Maiden and his brother Stewart Maiden, who became famous internationally as Bobby Jones' first coach. Soon, other clubs were providing facilities, but the game had not attained even a small part of its present popularity. In 1911, Bobby Jones, at the age of nine, won the city Junior Championship Cup.

Following the turn of the century Atlanta found its recreation in tennis and baseball, in hunting and fishing in the nearby woods; swimming was popular in the indoor natatorium on Capitol Square, and large crowds watched the dazzling feats of Bobby Walthour, Atlanta's famous bicycle racer. A growing interest in automobiles was first aroused by a show in 1909, and races at the old Hapeville oval, a two-mile dirt track, were well attended. The social set of that time preferred more lavish forms of entertainment—bridge parties and dances, Saturday night poker games, and sometimes, elaborate Sunday morning breakfasts with champagne and all the trimmings.

A system of integrated parks and playgrounds was inaugurated in 1905. Little supervision of recreation was given at first, but two years later four regular playgrounds for children were provided by the Associated Charities of Atlanta. Funds for this service were included in the budget of the charities for several years until this function was absorbed in the general jurisdiction of the city park authorities. With the growth of the park system, recreation facilities expanded for both children and adults. Since that time, golf courses, tennis courts, baseball diamonds and swimming pools have been provided as a municipal service.